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HONGKONG, TUESDAY, JUNE 3, 1919.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

AUSTRIAN PEACE TERMS.

[The first part of this message appears as an earlier telegram.]

LONDON, June 1.

Austria accepts all arrangements which the allied and associated Powers make with Turkey and Bulgaria with reference to any rights, privileges or interests claimed in those countries by Austria or her nationals and not dealt with elsewhere. Austria accepts all arrangements which the allied and associated Powers make with Germany concerning the territories whose abandonment was imposed upon Austria by the treaty of 1918.

PROTECTION OF MINORITIES.

In a series of special clauses Austria undertakes to bring her institutions into conformity with the principles of liberty and justice and acknowledges that the obligations for the protection of minorities are matters of international concern over which the League of Nations has jurisdiction. She assures complete protection of life and liberty to all inhabitants of Austria without distinction of birth, nationality, language, race, or religion, together with the right to the free exercise of any creed. All Austrian nationals without distinction of race, language or religion are to be equal before the law. No restrictions are to be imposed on the free use of any language in private or public and reasonable facilities are to be given to Austrian nationals of non-German speech for the use of their language before the courts.

Austrian nationals belonging to racial, religious or linguistic minorities are to enjoy the same protection as other Austrian nationals. In particular, with regard to schools and other educational establishments and in districts where a considerable proportion of Austrian nationals of other than German speech are resident, facilities are to be given in schools for the instruction of children in their own language and an equitable share of public funds is to be provided for the purpose. These provisions do not preclude the Austrian Government from making the teaching of German obligatory. They are to be embodied by Austria in her fundamental law as a bill of rights and the provisions regarding them are to be under the protection of the League of Nations.

PART FOUR.

AUSTRIAN RIGHTS OUTSIDE EUROPE.
Outside Europe Austria renounces all rights, titles and privileges as to her own or her allies' territories to all the allied and associated Powers and undertakes to accept whatever measures are taken by the principal allied Powers in relation thereto.

The clauses as to Egypt, Morocco, China and Siam are identical, after the necessary modifications, with those of the German treaty, except that especially in the case of China there is not need for so great detail.

PART FIVE.

MILITARY, NAVAL AND AIR CLAUSES.
The military clauses are reserved. All Austro-Hungarian warships, submarines and vessels of the Danube flotilla are declared to be finally surrendered to the principal allied and associated Powers. Twenty-one specified auxiliary cruisers are to be dismantled and treated as merchant ships. All warships and submarines under construction in ports which belong or have belonged to Austria-Hungary shall be broken up, the salvage not to be used except for industrial purposes and not to be sold to foreign countries. The construction or acquisition of any submarine even for commercial purposes is forbidden. All naval arms, ammunition and other war material belonging to Austria-Hungary at the date of the armistice shall be surrendered to the allies.

The Austrian wireless station at Vienna is not to be used for naval, military or political messages relating to Austria or her late allies without the assent of the allied and associated government during three months but only for commercial purposes and under supervision. During the same period Austria is not to build any more highpower wireless stations.

The air clauses are practically the same as in the German treaty except for the 100 seaplanes and their personnel which Germany is allowed to retain till October to search for mines. Austria agrees not to accredit or send any military, naval or air mission to any foreign country nor to allow Austrian nationals to enlist in the army, navy or air service of any foreign power.

PART SEVEN.

ON PENALTIES.

This is identical with the German treaty except the omission of any provision similar to that calling for the trial of the ex-Kaiser of Germany. Part eight on reparations is reserved.

PART NINE.

THE FINANCIAL CLAUSES ARE RESERVED.

Part ten, economic clauses, are except in certain details such as shipping similar to those of the German treaty. Special provisions are added, however, for former Austro-Hungarian nationals acquiring an allied nationality similar to those in the German treaty relating to the inhabitants of Alsace-Lorraine. The contracts are maintained subject to cancellation by the governments. Austria undertakes to recognise any agreement or convention made by the allies to safeguard the interests of their nationals in any undertakings constituted under Austro-Hungarian law which operate in territories detached from the former Austrian empire and to transfer any necessary documents and information in regard to them.

PART TEN.

FREEDOM OF TRANSIT.

The clauses as to freedom of transit are the same in the Austrian as in the German treaty except for the omission of provisions affecting Germany alone and the insertion of specific clauses granting Austria transit privileges through former Austro-Hungarian territory in order to assure her access to the Adriatic.

Part fourteen, miscellaneous provisions, are after necessary substitutions virtually identical with those of the German treaty.

The treaty is to come into force when signed by Austria and three principal powers and to be effective for the individual states on the deposit of their specific ratifications.

DOMINIONS AS NATIONS.

ONE FLAG AND ONE KING.

LONDON, May 27.

General Sir Arthur Currie, commander of the Canadians in France, spoke at a luncheon at the Mansion House at which the Duke of Connaught, Prince Arthur, and numerous representatives of the Dominions were present. He spoke of the Dominions' voice in empire affairs, and said the war had caused many rapid and drastic changes in the point of view of the Dominions concerning their relations with the motherland. They now believe it is urgent that a new basis be found which will strengthen the British system. They recognise that certain component parts of the empire have earned for themselves the status of nations and they are anxious among other things that every suggestion of political inferiority shall be removed. (cheers) The national spirit of the Dominions has been matured by war but the ties binding the empire together are in no wise weakened. There is a strong feeling that machinery should be erected that would make out of the British empire a constellation of nations free and equal and united in goodwill and common ideas, with reciprocal confidence all under one flag and one king. (cheers) These nations although enjoying absolute freedom in working out their particular destinies should have a voice commensurate with their singular interests in the empire as a whole. They should through the medium of the machinery provided they share equal duties one toward the other in the broadest spirit of co-operation. There was no reason why Canada, Australia, South Africa, and New Zealand, should not be to England in relation to the empire what Glasgow, Liverpool, and Manchester are to London in relation to the United Kingdom. I believe that the political system that would realise this ideal would prove of everlasting benefit not only to the empire's constituent parts but to the whole world.

COUNTY CRICKET.

LONDON, May 27.

Yorkshire beat Gloucestershire by an innings and 63 runs.

GERMAN COUNTER-PROPOSALS.

BERLIN, May 27.

The party leaders met Herr Scheidemann to hear the contents of the German counterproposals. The text will be handed to M. Clemenceau at latest on May 28.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

IF GERMANY SHOULD NOT SIGN.

IMMEDIATE MEASURES.

PARIS, May 26.

The Austrian delegation in a note to M. Clemenceau requests the speeding up of the peace negotiations owing to the undesirable effect of delays upon the internal situation. The new reparations Commission appointed to draft the reparations clauses of the treaties with Austria, Bulgaria and Turkey includes Lord Cunliffe, Lord Sumner, and General Smuts.

Arrangements are completed for instant military and economic action against Germany in the event of her refusal to sign the treaty. An advance would immediately be made into the interior of Germany. The blockade would be resumed in the most drastic form. Care has been taken to ensure that punitive measures against recalcitrant Germany would become operative forthwith. There would be no interval between the receipt of the refusal and the Allied advance to the interior. The Council of Four has begun consideration of the Bulgarian peace terms.

BOLSHEVIST WAR.

ALLIES' SHARE.

LONDON, May 27.

Reuter understands that the Allies have made every arrangement to revivify Petrograd and render all possible assistance to the starving population immediately after the expulsion of the Bolsheviks.

In the House of Commons at question time Mr. Forster stated he was informed that no British troops had landed in the gulf of Finland.

PETROGRAD REGAINED.

STOCKHOLM, May 26.

A message from Viborg says a heavy bombardment was heard the last few days in the direction of Kronstadt and Petrograd. Refugees from Petrograd state that the Bolshevik leaders are panic-stricken. Many had already absconded with state funds. The city was controlled by Chinese, Letts, and Finnish Reds. There was heavy street fighting recently. Workmen barricaded their quarters in order to prevent pillaging by Chinese. The Bolsheviks placarded the city threatening to execute all the capitalists if they were compelled to leave the city.

DENIKIN WINNING.

EKATERINODAR, May 13.

General Denikin cleared out the Bolshevik army from two hundred miles of the south bank of the Manitch river. He advanced forty miles beyond the Manitch and captured 4,300 prisoners and a score of guns. The Cossacks after capturing Orenburg joined up with the Ural Cossacks who had driven out the Bolsheviks at Novosibirsk, halfway between the Ural and the Volga.

BOLSHEVIST RETREAT.

COPENHAGEN, May 26.

From Libau via Berlin comes news that the Bolsheviks exploded the railway bridges between Lassel and Lake Stint northeast of Riga. Fighting was proceeding for the possession of Duenaumunde. Before retiring the Bolsheviks of Riga killed twenty political prisoners and carried off others. Sixteen hundred prisoners were liberated.

PSKOFF CAPTURED.

COPENHAGEN, May 27.

The Estonians have captured Pskoff.

NO GENERAL STRIKE IN CANADA.

MONTREAL, May 26.

Mr. Talton, a district railway leader, denies that any order was issued for a general railway strike in Canada.

Winnipeg's railway service is normal. A general strike is reported at Calgary.

HUNGARY.

COPENHAGEN, May 26.

A message from Budapest says the Soviet Government has released all hostages.

BAVARIAN SOCIALISTS.

BERLIN, May 26.

The Bavarian Socialist Congress at Nuremberg passed a resolution in favour of the formation of a Hoffman coalition ministry.

(Continued on Page 5.)

BUSINESS NOTICES

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PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

WEDNESDAY,

June 4, 1919, at 2.30 p.m., at The Army Service Corps Boat Shed—A. S. C. Pier, A number of bags of Parched Gram, Parched rice, dried ginger concentrated soup and mutton essence

And 5 x 8 gallon casks Lime juice.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 28, 1919.

(For Account of the Concerned),

THURSDAY,

June 5, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF

USEFUL HOUSEHOLD LINES, DRAWN WORK, & EMBROIDERIES.

Comprising:—

HOUSEHOLD LINES.—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.

DRAWNWORK.—Bedsprings, Pillow Cases, Tray Cloths, &c., &c.

EMBROIDERIES.—Bedsprings, Table Covers, Tea Cloths, Runners 18 by 54 in.

Also

A few lots of Suit Cases and Attache Cases.

(All new goods and small lots to suit purchasers).

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 28, 1919.

ON

THURSDAY,

June 5, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE ASSORTMENT OF TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS MOUNTED DOUBLE AND TWIN BEDSTEADS, CURTAINS, CARPETS, &c., &c.

Comprising:—

Chesterfield Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (laminated Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Service, Crockery, and good Jassé Ware, Looking Glasses, Outlets, &c. Bath Room Utensils, Electro-Plated Ware.

Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screen, Side Tables, Chairs, Cabinets, Pictures & Oil Paintings, Several Carpets new and second-hand.

Also

Harmsworth's Encyclopaedia 10 Vols. Collard & Collard Piano (good tone), and Croquet Set, &c.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 28, 1919.

on

THURSDAY,

June 5, 1919, at 2.30 p.m., At their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

5 NEW RICKSHAS,

to be sold without reserve.

Terms:—Cash.

HUGHES & HOUGH,

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Hongkong, June 2, 1919.

INTIMATIONS.

NOTICE.

I have this day established myself as Merchant and Commission Agent under the style of RIBEIRO, SON & CO.

Old Supreme Court Building, (ground floor).

V. F. V. RIBEIRO.

Hongkong, June 2, 1919.

NOTICE.

WE have REMOVED our Offices from the Second Floor, St. George's Buildings to the FOURTH FLOOR, HOTEL MANSIONS, Rooms 4, 5, 6 & 7.

All communications should be addressed to us at our new address.

4th Floor, HOTEL MANSIONS,

GERIN, DREYARD & CO.

Hongkong, June 2, 1919.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS in Hongkong for the Sale of the BATTLESHIP brand of flour manufactured by the MOW SING and FOH SING FLOUR MILLS OF WUSIEH and SHANGHAI.

H. SKOTT & CO.,

Prince's Buildings,

2, Chester Road.

Hongkong, June 2, 1919.

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NOTICE.

WE beg to inform the public that after June 2nd our Stores will be Opened for business at 9 A.M. on SUNDAYS and CLOSED at 8.30 P.M. as usual.

There will be no change on Week days and the hours during which our Stores will begin will be from 7.30 A.M. to 8.30 P.M.

Hongkong, June 2, 1919.

VICTORIA DISPENSARY.

NOTICE.

THE Business hitherto conducted by the above Pharmacy at 32, Queen's Road Central, will on 10th June next be transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who will take over the Stocks, Proprietary Medicines and Prescription Books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.

F. W. STAPLETON,

Manager.

Hongkong, May 30, 1919.

G. R.

NOTICE.

ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily at the PASS OFFICE, Post Office Building.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding \$50.

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Commission 2½% to 5%. Trade Discounts allowed. Special Quotations on Demand. Sample Cases from £10 upwards. Consignments of Produce Sold on Account.

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Hongkong, June 2, 1919.

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Hongkong, June 2, 1919.

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Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings, Hongkong, May 20, 1919.

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TO LET—NEW HOUSES in Nathan Road, Kowloon.

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FAROEAL INQUIRIES.

The German Commission appointed to inquire into the trial and execution of Captain Fryatt and various instances in which complaints have been made regarding the ill-treatment of prisoners of war, writes the Berlin correspondent of the *Daily Chronicle* on April 2, inquired into the well-known Wittenberg Camp affair, in connection with which, as will be remembered, many British, French and Russians died of typhus.

It was the Russians who first had typhus, and the complaint was that the prisoners were not properly segregated. The chief medical officer admitted practically all the British assertions, including those about the removal of the German personnel and its being replaced by British personnel and doctors.

He was very seldom in the camp, he said, and added that the amount of serum served out during the period of the epidemic was sufficient. He did not, however, give the amount of the serum served out per week or when the epidemic was at its height, nor were such figures placed before the Commission.

The verdict was that the Germans had not committed any breach of international law, and the Commission commended the chief medical officer, who, it is stated, was ill at the time.

The case of the shooting of three French prisoners at Mannheim Camp was then dealt with. They were talking to someone when it is alleged, they were shot by a sentry. On behalf of the sentry, it was stated that something went wrong with his rifle.

It was declared, however, that the sentry was suffering from "nerves" and that he had been in a nerve hospital, and again in this case the matter was decided in Germany's favour.

PLAYS BEHIND THE LINES.

An action arising out of the hire of theatrical costumes for plays produced by the 40th Squadron of the Royal Air Force in France was heard recently in the King's Bench Division.

The plaintiffs were Messrs. L. and H. Nathan, theatrical costumiers, of Piccadilly, and the defendant Captain William Morrice, who at the time of the production of the plays was Mess President of the squadron.

Mr. Doughty, for the plaintiffs, stated that the plays were produced behind the lines during the 1917 New Year festivities. The plays were:—

"The Inca of Perusalem,"
"O'Flaherty V.C.," which was written by Mr. Bernard Shaw specially for the occasion.

"Henry V."

The costumes were hired for one month for £50, but they had not been returned. They were worth £150.

Captain Morrice, said counsel, told Messrs. Nathan that Major Robert Lorraine, the actor-aiman, was interested in the production. They held Captain Morrice entirely responsible for the return of the goods or their value. They would not have given credit to the 40th Squadron, because a squadron of flying men was an elusive body. (Laughter.)

Captain Morrice said he came home on short leave in December 1915. He had instructions from Major Lorraine (his commanding officer) to go to the plaintiffs for costumes for the plays, and to Mr. Bernard Shaw to arrange about the costumes for "O'Flaherty." He only acted under instructions when he ordered the costumes. He left the squadron in March 1917.

In cross-examination he said that his personal share would be one-twentieth.

Mr. Justice Greer: No doubt the others will be prepared to bear their share.

Captain Morrice: About two-thirds of them are killed.

Major Robert Lorraine gave evidence the Captain Morrice acted on behalf of the squadron.

Judgment was given for the plaintiffs for £140 and costs.

BABY HAD ECZEMA CUTICURA HEALS

On Face and Head. Very Restless. Scratched Dreadfully.

"When my baby was six weeks old he broke out with a bad rash on his face and head. I was told it was eczema. The child was very restless and scratched himself dreadfully so that I had to bandage his head and hands. We got very little sleep. When I tried Cuticura Soap and Ointment. They stopped the burning and itching and after using two boxes of Cuticura Ointment with the Soap he was quite healed." (Signed) Mrs. L. Bagshaw, 45, Victoria Rd., Beighton, Sheffield, Eng.

Most skin troubles might be prevented by using Cuticura Soap and Ointment for every-day toilet purposes. Soap to cleanse, Ointment to heal. British Depot: F. Newbery & Sons, Ltd., 27, Chancery Lane, London. Sold every where.

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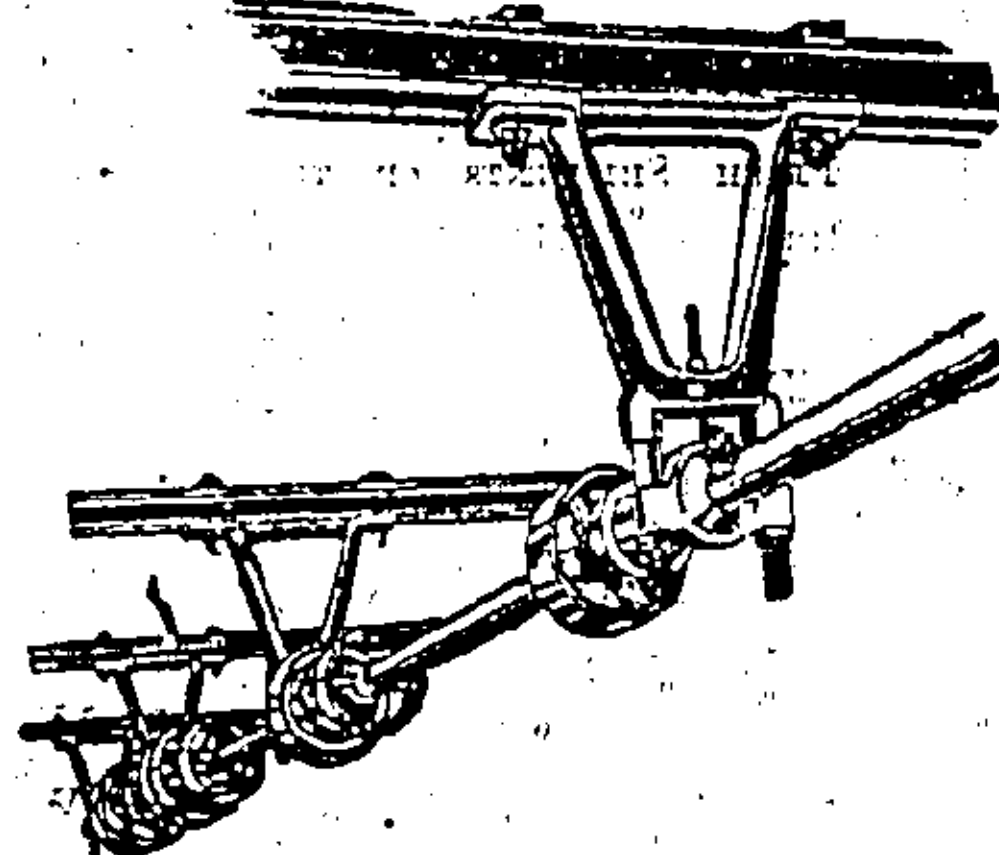
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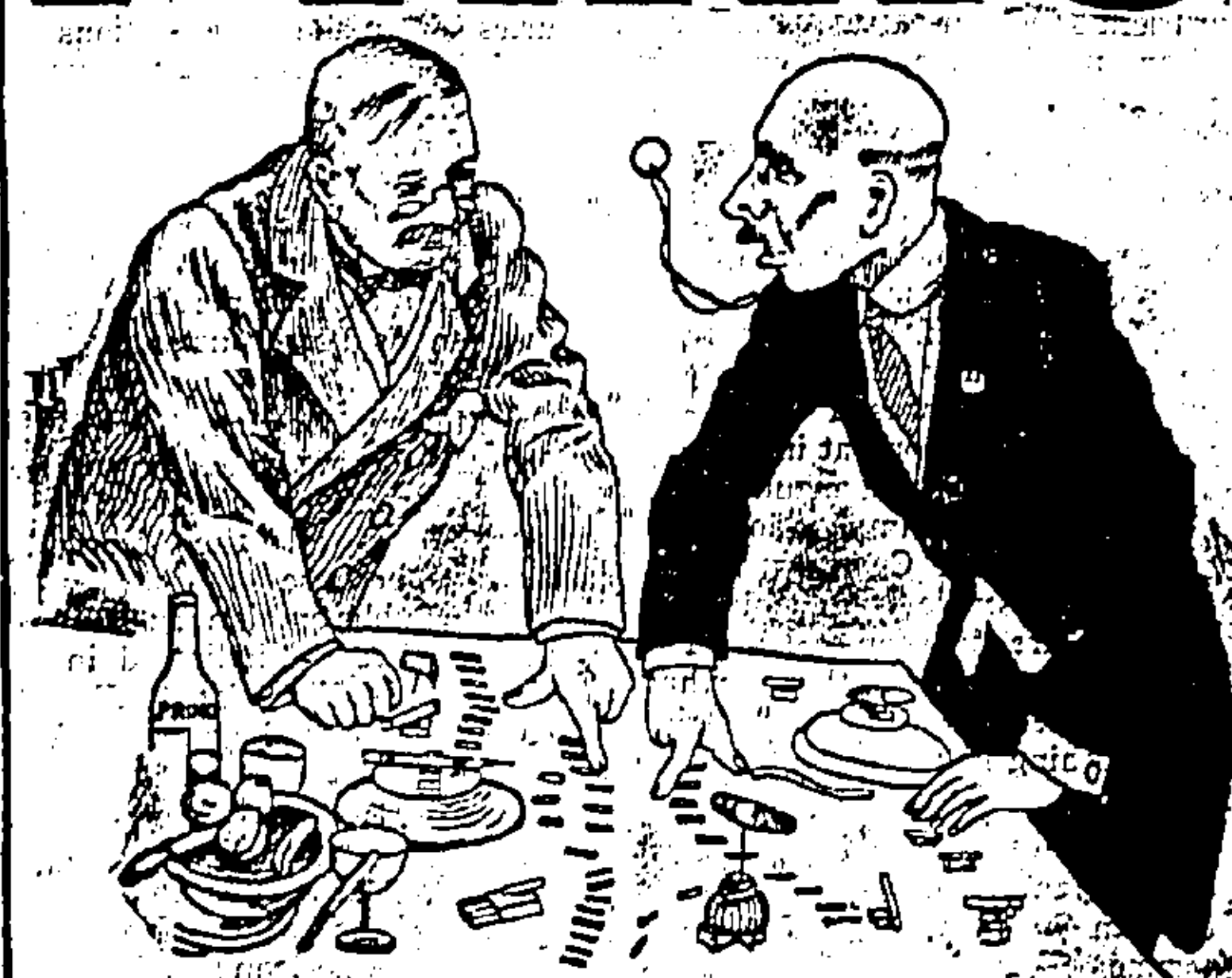
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PRIMO



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NOTE OUR WINDOWS!

BIRTH.

VIDA.—On May 25, at Shanghai, to Mr. and Mrs. Frank VIDA, a daughter (Still born).

DEATH.

COOKE.—On May 28, at Shanghai, John Edward, eldest son of the late Col. J. E. Cooke, and Mrs. Cooke, of Shanghai, aged 48 years.

The China Mail.

CROSS, JUSTICE, PUBLIC SERVICE.

HONGKONG, TUESDAY, JUNE 3, 1919.

THE MONROE DOCTRINE.

Among the many who do not seem to know what the "Monroe Doctrine" is, must now be reckoned our friends the Americans. President Wilson must have felt privately uncomfortable when as a "sop to Cerberus" he introduced into the Covenant of the L.O.N. the words supposed to safeguard the Monroe Doctrine from molestation. It was the act of a kindly nurse reassuring frightened children, soothing false claims with equally false guarantees. The interpolation was a "guardian angel" set up to combat imaginary evils. This surprising argument, of course, carries the implication that those words in the Covenant locked the door of a stable from which the steed had already been stolen. The entry of America into the War had already turned the Monroe Doctrine into something less than a "scrap of paper."

The Monroe Doctrine is older than President James Monroe. It is older even than George Washington, who recommended it before him. It is Chinese. The attitude of China towards the "outer barbarians" was the attitude of the Monroe Doctrine. It is the attitude of a "hermit kingdom," a policy of "glorious isolation," a "trespassers will be prosecuted" notice, and it is, owing to the shrinkage of the world and the growth of population, an old-fashioned and impossible doctrine. At least, so they all say. America herself made the first breach in Japan's "Monroe Doctrine," per Commodore Perry. The Powers refused to allow China to maintain it. Japan denies it to Korea. No people anywhere now is allowed to stay at home and mind its own business, unmolested. Trade must be allowed to pass all Monroe Doctrines. Self-recommended forms of civilization thrust past it without so much as a "by your leave." Since, however, there are sure to be people who will

argue that the American Monroe Doctrine is not on all fours with the instances given, and that our definition of it is debatable, let us now look at its documentation and origin. America was growing. America was conscious, and justly conscious, that she was leading a nobler, more worthy national life than those quarrelsome Europeans. America was on the path of progress, whereas Europe was entangled in barbed wire, her constituents either paying for a war, just over or subscribing for the next. America was Juliet on a balcony, watching mere males brawling in the street below. It occurred to her that some of the rioters might enter the ground floor of her house. (The Holy Alliance might want to interfere in South America to restore the colonies of Spain.)

President Monroe in December 1823, in a message to Congress, said: "In the wars of the European powers in matters relating to themselves we have never taken any part, nor does it comport with our policy so to do. It is only when our rights are invaded or seriously menaced that we resent injuries, or make preparations for our defence."

The Monroe Doctrine, however, is still on the footing of an "unwritten law," a tradition rather than a statute. It is all the dearer to Americans because of that, and in American public opinion it undoubtedly means what we indicated in our opening lines. "Notice to Europe! Keep off. Let us alone and we'll let you alone." The last part of it, the resolution to take no part in European politics, was explicitly recorded by the American delegates to the first Peace Conference at the Hague. It explains the American hostility to the L. O. N., and it shows that President Wilson has recognized, if his people have not, that it is no longer possible. The Atlantic no longer divides the opposing principles. When the Doctrine first gained general acceptance, submarine interference with non-combatant shipping was not contemplated. The murder of American subjects abroad was not contemplated. The interdependence and intricate involutions of international relationships were not foreseen. As regards European enterprises on American soil, that part of the Doctrine still stands and holds good, and it is probably that part of it that President Wilson consented to safeguard by special stipulation. But as to the very important part about not meddling outside, that is no longer possible and never will be possible again. It is clear that when an obscure murder

in Serbia can affect the peace and security of peoples as wide apart as Sydney and Shetland, the peace and safety of America can be attacked by enemies who may not contemplate setting foot on her shores. The man who has gone hungry in a remote Pacific Island because men were fighting in Flanders is able to realize the shrinkage of the world, and to see that "glorious isolation," or even strict neutrality, is no longer possible in the case of any people. The most extraordinary thing about the neutrals in this war was their sufferings. The Monroe Doctrine didn't save America, and America cannot save the Monroe Doctrine. For better or for worse (and we are supposing it will be for the better) she is now no longer a separate hemisphere. She is in the world and of it, and must with it sink or swim.

THAT WRETCHED GOLDFISH.

Who'd resign a bank managership to run a newspaper? Time flies, and copy piles up rapidly. The printer's devil stands with outstretched hand. That copy has to be sifted, examined, licked into *China Mail* shape, and such items in it as are "worth a note" must have their appropriate comments. "Give 'em," says he. "Whose Word Must Be Obeyed?" a spate of humour. Hongkong likes a laugh. So yesterday, with shame and confusion, it is written, appeared that, laboured reference to the Amorous Goldfish, in which the song was attributed to Gilbert.

Before five o'clock our phone rang. "That the *China Mail*."

"Who wrote 'The Geisha'?"

"Instantly the man at our end tumbled to the 'howler' he had made. Even then he couldn't recall the name of the actual author. So 'I don't know,' he said."

"What?"

"I confused 'The Mikado' and 'The Geisha'."

"Yes. Got you at last," said the voice (which sounded just like that of the late Mr. Gladstone).

"Why 'at last'?" We make at least one howler each week.

"Oh, no, you don't."

End of talk.

Come to think of it, those words 'at last' were a compliment. They have been watching us, in vain till now. Come to think again, were we so very far wrong?

Whether it was Ivan Caryll or somebody else; what does it matter, seeing that the name cannot be readily recalled. Who denies that if Gilbert had never written a lyric, 'The Geisha' would never have appeared? We shall continue to attribute all such light verse to Gilbert on general principles, such as those that fathered all jests on Theodore Hook. So there. If the *China Mail's* too sharp for ye, how very, very sharp the *Mail* must be. The goldfish song was Gilbertian, even if Gilbert didn't write it.

HONGKONG WOLFRAM.

There has been almost a complete cessation of exports of wolfram from Hongkong since the fall in prices in the United States during the closing months of 1918, but the record of the trade for that year was remarkable and illustrates the extraordinary nature of the South China tungsten ore fields. The shipments of this ore from Hongkong began in the fall of 1917, and during that year only 256 short tons, valued at only \$93,081 gold, or about \$364 gold per short ton, were shipped to the United States. In 1918, however, these shipments amounted to 5,165 short tons, valued at \$4,808,358, or about \$931 gold per short ton. As a matter of fact, most of the shipments in 1918 were made at a value of substantially \$1,000 gold per short ton. During both years about the same amounts, at about the same values, were shipped to Europe. Prices to Europe were lower at times because of the fixing of the price for the ore by the British Government and the control of the export exercised through the government of Hongkong.

In July of the past year a large field on the border of the Kuangtung and Kuangsi provinces was located and active development begun. Aside from the actual production of the possible production of this new field unquestionably establishes South China as the chief source of the world's supply of tungsten in the future.

HALL & HOLTZ.

This well-known Shanghai firm had its annual meeting on May 27. Here is the gist of the report. The net profits on our trading for the year amounted to \$66,321.81, this sum with the \$15,438.56 brought forward from last year amounts to \$81,760.37 which your Directors recommend should be dealt with as follows:

To write off buildings at Shanghai and the Outposts \$27,600 and to carry forward to new account \$54,160.37. Your Directors think it advisable to pay no dividend this year for several reasons. Our principal reason is that our overdraft from our bankers already amounts, as you will see, to \$245,618.24.

LOCAL AND GENERAL.

The Chinese s.s. *Yue Ying Wa* arrived from Haiphong yesterday 11,856 bags of rice for Hongkong.

The *Loksang* (Capt. D. Ritchie), arrived yesterday from Haiphong with 1,700 tons of rice for Hongkong.

One of the wealthiest and best known towboys of Penang died last month, in the person of Mr. Goh Tek-Chee, J.P.

The Norwegian steamer *Childer* leaves for Bangkok this evening with 1,400 tons of general cargo and 600 tons of coal for export.

Manapouri, *Telmachus*, *Himsang*, *Canada Mary*, *Amur Mary*, *Gueneth*, *Singon*, and *Pierre Michel*, are among the latest shipping arrivals.

The Norwegian steamer *Haldia* arrived from Saigon yesterday with 2,100 tons of coffee and general cargo. She carried 230 Chinese passengers.

The resignation of Mr. J. W. C. Bonnar of his seat on the Foreign Educational Committee has been accepted by the Shanghai Municipal Council with regret.

The *Telmachus* whose breakdown off the Pratas Reef was reported in the *China Mail*, arrived in port yesterday evening at 4.50. She took three days to effect her repairs at sea.

To-day being the King's birthday, the British American and French warships in harbour and the Portuguese *Albatross* *Macao* are gallily 'dressed' in honour of the occasion.

Lieut. F. W. Poate, of Messrs. Mackenzie & Co., Ltd., Shanghai, has been awarded the Military Cross for services in Mesopotamia. He was serving with the Motor Machine-Gun Corps.

The *Glenfalloch* (Capt. A. MacKenzie) arrived from Penang and Singapore yesterday. She carried 780 tons of general cargo for Hongkong, and 1,145 passengers, nearly all steerage.

There are several complaints that merchant ships are not 'dressed' to-day in honour of the King's birthday. Two Dutch ships and two British seem to be the total of beflagged merchantmen.

The *Taiyuen*, B. & S. Agents, arrived from Australia yesterday. She left Melbourne April 29, calling at Manila May 30. She carried 17 first class, 14 second, 96 third and steerage passengers. She also had on board 43 bags and two hampers of mail.

The Hangchow correspondent of the *N. C. D. News* wrote on May 28: "The Governors have issued placards throughout the city begging the students to return to their studies and leave this affair of Tsingtao to the Government which is doing all it can in this connection."

The results of the recent competition of the scouts in Shanghai have been announced. The first honours went to Nanyang College, which receives a silver loving cup. The Public School for Chinese, Elgin Road, is second, winning the silver shield, while St. John's University has given third place and awarded several silver medals.

The s.s. *Pin Seng*, en route to Penang picked up five men about 24 miles out from Penang. They were clinging to the masts of a tongkang which was foundering in eight fathoms of water. They had been caught in a heavy squall early in the morning. Three men, including the master had been washed overboard.

It is reported that the soldiers of the Chekiang troops in Fukien, formerly commanded by Tung Pao-shuan who has just died, have elected their own commander but the election is not approved by the Governor of Chekiang. By order of Peking, Li Wei-chang is now acting commander. The family of Tung is given \$10,000 as funeral expenses.

Major L. G. Bird, D.S.O., of the local firm of Messrs. Palmer and Turner, is returning to the Colony with Mrs. Bird and family. Major Bird, who was Adjutant of the old H.K.V.R. left to join up in the early days of the war. At one time he commanded a battalion of Lancashire Fusiliers in France, winning the D.S.O. More recently he has been a Major in the 15th The Queen's (Royal West Surrey Regt.)

The death took place on Saturday, and the funeral on Sunday, of Mary Ellen Bacon the nineteen months old daughter of Mr. and Mrs. Bacon of the Naval Dockyard. Floral tributes were sent with sympathy from R.N. Yard Police, R.N.P.O.s quarters, a few friends of the little George, Mr. and Mrs. Marriott, Mr. and Mrs. Foley, Mr. and Mrs. Wright, Mabel and Bertie, Mr. and Mrs. Drew, Mr. and Mrs. Allen, Mr. Maycock, Mr. Carter, Mr. J. Ross, Mr. R. D. Spanton and Mr. Jenner. Mrs. Bacon had the distressing experience of returning to her home from hospital on the day her daughter died.

LOCAL AND GENERAL.

A remittance of £317 7s. 5d. plus a cheque for \$50 has been sent to St. Dunstan's Hostel, being the net proceeds of the 'Montpelier' sale of work in April last.

A report from Nanking says that the local officials had personally to apologise to the chief of the Japanese hospital as the result of a Chinese coolie spitting in the face of the Japanese.

Harvath notes are in circulation in Harbin and all Siberian notes are no longer handled. The 'Novosti Jizni' has had to increase its workmen's wages by 50% in order to get work resumed. The financial situation is very unsettled.

The Japanese Government has formally recognized the Omsk Government. The concessions which Japan has secured from the Russian Government are a limited supply of iron from Siberia and all Russia's rights and influence in Outer Mongolia.

The Blue Funnel steamer *Talhybris* from Liverpool, arrived with mail on June 1. She carried a general cargo for Hongkong and other Far Eastern ports. The *Talhybris* had on board a large number of coolies from France, and British officers and N.C.O.s.

It is expected that the first started in the China Import and export Lumber Company yard at Yangtszepoo on the night of May 26, will be totally extinguished to day says the *China Press* of May 29. Details played water on the smouldering ruins all day yesterday and throughout the night.

The unsuitable weather having compelled postponement of the Polo Club's Gynkhana *Sine die* entry fees paid by competitors will be returned on application to the Hon. Sec. Polo Club, and money paid for cash sweep tickets will be refunded by Messrs. U. Rummah & Co. As soon as possible the new date will be announced and entries re-opened.

Creditors of the Café Trianon will hold a meeting at the Consulate General for the Netherlands at Shanghai on July 15. The proprietor, Mr. A. H. F. van Herwen, was recently declared bankrupt by order of the Dutch Consulate. Count and Mr. J. A. Schurman of 17 Route des Secours was appointed liquidator of the concern, which is now offered for sale.

A large number of railway cars were damaged as the Nanking car depot of the Shanghai-Nanking Railway collapsed as a result of the typhoon that swept through Kiangsu and Kiangsi on May 28, according to a telegram received at the Shanghai station. Mr. A. C. Clear, general manager of the line, and several engineers left on May 28 for Nanking to make an inspection of the damages.

The wedding took place on May 27 at H.B.M.'s Consulate Shanghai, before Sir E. D. Fraser of Mr. T. Hadley, of Shanghai, and Miss E. Katherine Tolpoy of Vladivostok. The bride looked charming in a white silk dress and a becoming picture hat. The happy couple were the recipients of many and beautiful presents, and they received the congratulations of a large number of their friends at the bridegroom's residence.

A Japanese paper says: "The Mitsubishi Company has purchased the quays, warehouses and other properties formerly owned by a German firm at Shanghai and has conveyed them to a new company specially floated for the purpose of managing them. The new concern is called the Kwanyo Warehouse Company and has its office on the Canton Road." The above, it is understood, refers to the Chang Kai-Pang wharves.

The funeral of the late Mr. J. E. Cooke took place at the Bubbling Well Cemetery, Shanghai, on May 28, when a large number of sympathizers attended, showing eloquent testimony of the high respect in which deceased was held in Shanghai. The service at the graveside was conducted by the Rev. Father R. Jacquot de Besange, the pall-bearers being Messrs. A. A. Brady, T. Macdonald, E. A. Prince, T. Ward, H. O. White and Capt. Mahon.

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JAVA ERUPTION.

EXTENT OF THE DISASTER CONFIRMED.

MANY MILES OF BOILING MUD.

The *China Mail* has already told of the terrible disaster to life and property caused by the sudden eruption of the volcano of Kloet, situated in the south-east of Java and in the neighbourhood of some of the most popular hill stations in that island. Apart from the awful and regrettable loss of life, the destruction of 40,000 acres of rice land must be regarded as almost a catastrophe, in view of that shortage of rice in these parts of the world, and which it will naturally tend to accentuate. Considerable damage has also resulted by the eruption to sugar plantations in the south east part of the island and which, if no rain falls soon, will be rendered useless. Fortunately the area under sugar is scattered all over Java thereby rendering the damage to sugar of small account, though the percentage affected will fall hard on many people. The large sugar, tobacco and fibre plantations of the Handelsverenging have been seriously damaged, and the loss to the company is estimated at a large figure. Coffee and rubber plantations in the Kidiri district have also been destroyed in some places—though the acreage destroyed is said to be small as compared to those of other products.

At Tosari ashes fell, while the popular hill station of Malang was in pitch darkness the noise of the eruption was heard in the very centre of the island—at Solo and at Kartosono. The darkness, however, that developed all over the affected region with the eruption has more or less disappeared though the volcano is still working. It appears that soon after the eruption occurred two streams of boiling mud, reported to be several miles in width, issued from the cone growing in volume practically every moment, and it was these boiling streams, in which nothing can live, that caused the catastrophe which has occurred. There was no discharge as some people have supposed of lava which, of course, would have made matters even worse than they are.

The railway between Kartosono and Malang has been destroyed in several parts, and it is estimated that it will take at least two months to repair it. Meanwhile the government are doing all they can to assist the sufferers. Large quantities of foodstuffs have been despatched to the devastated region, while a number of soldiers have also been sent to render all the help that is possible.

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TO-DAY'S CABLES.

[Reuter's Service to the China Mail]

(Continued from Page 1.)

AVIATION.

PONTA DELGADA, May 27.
The N.C. 4 started at 9.20 this morning, flying splendidly. She expects to reach Lisbon this afternoon. Lisbon is 800 miles away.

BELGIANS READY.

AMSTERDAM, May 27.
The Belgian frontier is closed and all leave troops are recalled. General mobilisation is believed to be proceeding owing to the approaching termination of the period allowed for signing.

POLAND AND PADEREWSKI.

PARIS, May 27.
The Polish national committee announces that the Polish troops took possession of Tarnopol and other east Galician towns where the local Poles had successfully revolted against the Ukrainians. From Warsaw Paderewski's resignation is denied. The Diet on May 22 unanimously passed a vote of confidence in him.

KING'S BIRTHDAY.

SPEECH MAKING AT HONG-KONG CLUB.

A very interesting and patriotic ceremony was performed at the Hongkong Club this morning when a large gathering of members and friends were present to honour H. M. the King on the occasion of His Majesty's birthday, which is being celebrated quietly in the Colony.

Mr. Graham said:
"Gentlemen—It is a privilege of the Chairman of this Club to have the honour of inviting its members to meet him on the 3rd of June to toast His Majesty the King and I feel myself particularly fortunate that the privilege should be mine under happier circumstances than had fallen to the lot of my immediate predecessors. At this time last year the Empire was passing the greatest crisis of its history. The Germans were smashing their way through. All eyes were turned to the Western Front and our hearts were strained almost to the bursting point for the fate of the Empire seemed to be trembling in the balance."

Germany who had sold her soul to Kaiser and Militarism was making her final effort in her bargain with the power that had bought her, knowing full well that she had burned in the flames of the war she kindled the patent of her rights to rank among civilised states. To-day our antipodes are over and the most prodigious war that the world has ever seen has come to an end. But Peace is not yet an end. The King has expressed the desire that in the matter of the ceremonial observance of his birthday the precedent of the last four years shall be followed and that there shall be no demonstrations of a public nature.

The cloud of sorrow and suffering brought about by the war has not been dispersed and it is this sympathy with his people this desire to associate himself, as far as possible, with their hopes and fears their aims and aspirations which I sincerely believe has given him the unique place he holds in the world today.

During a period when the hereditary rulers of other countries have been thrust aside as things of little account, our King has been more and more firmly entrenched on his throne. Whilst Bolshevism, which has reduced Russia to a state of chaos, threatens to sweep over Europe we read with gratification of the wonderful spontaneous manifestations of loyalty and affection shown by huge concourses of people in London on Empire Day.

There seem to me, gentlemen, very little danger that Great Britain will ever desire to change the Constitutional Monarchy for a Republican form of Government. The allegiance which we give to our Sovereign does not spring from a sense of duty alone, but from affection and esteem and this love, which I have the honour to propose today, will, I know he responded to you from the depths of your hearts."

In these distant parts of the Empire we are apt, perhaps, at times to imagine that we are overlooked, if not forgotten. There have been rumours that His Majesty, remembering the beneficial results which followed his extended tour of his Dominions, intends to send the Prince of Wales to these parts. Let us hope that His Royal Highness will include Hongkong in his itinerary. His reception, I guarantee, would be an enthusiastic one, for there is not one of us who would not welcome such an opportunity of demonstrating our loyalty and devotion.

Gentlemen, The King. The National Anthem was then sung.

CRICKET.

PONSONBY FANE'S XI V. GARRISON N.C.C.'S AND MEN.

This match commenced this morning on the H.K.C.C. ground. At home, Turley and Sherman failed to put in an appearance which weakened the Garrison team.

Ponsonby Fane's team took the first knock. Claxton and Wahl batting to the bowling of Baines and Conner. 24 were scored when Claxton was bowled by Baines with a " Yorker." Wahl was batting steadily and was joined by Stapleton who sent up 30 with a fine boundary to the off. Stapleton gave a chance with his next ball but Goodman failed to get near enough to effect a catch. With the score 38 Allan took the ball from Conner, and Strange relieved Baines. From the second ball from Strange Wahl gave a chance behind the wicket, Lawrence failing to hold it.

The change had effect as Wahl was bowled without further scoring, and Strange also bowled Raworth. At the time of closing down for going to press the scores were—

PONSONBY FANE'S XI.

A. A. Claxton, b Baines 8
Capt. D. R. Wahl, b Strange 25
C. I. Stapleton, c Horrocks, b Baines 30
Lieut. A. B. Raworth, b Strange 23
Lieut. Col. Coles, b Baines 4
Yew Man, Tsun, b Pascall 5
A. H. Rumjahn, c Keenan, b Allan 6
G. E. Marley, not out 1
Extras 18

95

AUSTRALIAN ARMY.

AN OBJECT LESSON.

General Monash said that the Australian community of only five million people had enlisted a voluntary Army of no fewer than 416,000 men and women. The Australian Forces had distinguished themselves on land, on sea, and in the air. It had put into the field five complete divisions of troops, besides a Camel Corps and other Forces in Egypt and the East, and was the only Dominion that had equipped and maintained its own complete flying force. The Australian army was, from first to last, a purely voluntary force, and was, in fact, the only voluntary army among all the combatants in this war. He did not wish to be supposed to be taking sides on the issue of conscription, or to appear to agree or disagree with Australia's action in having rejected conscription, but the fact remained that the voluntary character of the Australian army was one of the principal factors in its prestige, and that it placed on the Australian soldier a moral obligation which he had not failed to fulfil. The experience of this war had shown that the Australian had the true war instinct and that the practical training of the citizen forces of the Commonwealth, while it had not given them all that was necessary in the way of technique, had endowed them with the soldierly quality and had justified their years of training in the handling of men in the mass and directing their efforts to one common purpose. Not the least of the influences which had operated with them was the magnificent and inspiring example of the original British army which left these shores for France in 1914.

One of the outstanding lessons of our experiences of the last four or five years was that in the preparation for war man-power was last in the order of importance. It might be an unpopular and heretical thing to say, but he was convinced that scientific preparation and equipment was more important than man-power itself. After the South African War there was a tendency on the part of our public men to believe that so many hundreds of thousands of armed men were all that was required to constitute an army. We had proved in this war that mere man-power by itself was the last thing to be considered, and that the training of the individual man was in itself the last thing in the degree of importance. Of course the training of the individual did matter a good deal, but what he meant was that it came last. He would like to have every ounce of effort concentrated upon the maintenance of a high standard of military education of the staff and the scientific preparation of adequate equipment. "We might get a man ready for service in three or four months, but we could not get a gun ready in three or four months. In the Army Corps which he commanded there were no fewer than 1,200 guns, and which required no less than twenty train loads of ammunition for a single day's firing, without taking into consideration the varieties of calibre and the multiplicity of forms of equipment of attack and defence. He did not say that we should not continue the system of training large bodies of men for war, but what he wanted to emphasize was that we must spend the greater part of our energy and effort, and money in adequate equipment and in the maintenance of a highly qualified body of staff officers."

DELAYED BED-TIME.

IS DAYLIGHT SAVING A DANGER TO CHILDREN?

The suggestion has been made that children are reluctant to go to bed in daylight that they lose several hours' sleep, and are so listless at school the next day that they derive no benefit from their lessons.

The point was put to a high official of the Education Committee of the L.C.C. by a *Daily Chronicle* representative.

"Special inquiries have been made to ascertain the result of daylight saving on the health of children," the official said. "There certainly is a danger, especially in the country, that children may be tempted to stay out late at night playing. We have had reports from head teachers that this has happened, and as a result a special leaflet was prepared, which was approved by the medical officer, for distribution among parents."

"The leaflet points out that many children have been found unable to do justice to their lessons because they have had too little sleep. A child of 4 should have 12 hours, children from 5 to 7 should have 10-11 hours, those of 8 to 14 at least 10. These leaflets are distributed at the discretion of head teachers, and have certainly done good."

"The need of adequate sleep for children has needed special emphasis since daylight saving was adopted, but, of course, insufficient sleep has always been a difficulty. Many parents let their children stay up to the same time as themselves, or with the elder children, instead of putting them to bed at a regular hour."

CORNISH CLIFF TRAGEDY.

STORY OF A FATAL FIGHT AND A GIRL IN THE CASE.

A story of a fatal fight in what has been called the Cornish cliff tragedy, was told at Camborne recently, telegraphs the *Daily Chronicle* correspondent.

Albert John Nicholls was committed to the Assizes on a charge of killing Ernest Frederick William Schiff, at Carbis Bay (near St. Ives). Schiff, a nephew of Sir Ernest Schiff, was a retired captain of the Royal Sussex Regiment. His name was mentioned during the inquest on Miss Billie Carleton.

A police-sergeant of St. Ives said that the accused had spoken to him concerning relations which Schiff was alleged to have had with the other man's young daughter. Nicholls was very indignant and upset and said that he himself would see Schiff.

In half an hour, added the witness, Nicholls returned and said: "I have had a scrap with Schiff and knocked him down, and said to him. Now do your best."

Schiff's housekeeper said that her employer and Nicholls went out together, and the former was assisted home a quarter of an hour later seriously hurt. He said to her, "Don't worry, I'm all right."

A retired civil servant who was visiting Carbis Bay at the time of the tragedy told the court that, when walking along the cliff, he saw Schiff on the footpath crawling on all fours and trying to rise.

Evidence was given by a local doctor who said Schiff's eyes were blackened, his nose broken, one lip cut, and three ribs fractured. He told witness: "Someone set on me, and he had cause." Schiff died three days later.

HAT WHICH SPOILT A FRIENDSHIP.

After presenting a Herne-hill widow with a velvet hat which she wore to the rain, said counsel in the King's Bench Division, Mr. Roland H. Tarbuck, a hatter, of Norwood-road, became very angry and never called upon her again. "This resulted in the widow, Mrs. Bessie Fallowfield, of Gubyon-avenue, bringing an action against Mr. Tarbuck, in which she claimed damages for breach of promise of marriage. Mr. Tarbuck's defence was a denial."

Counsel said that when Mr. Tarbuck did not call, Mrs. Fallowfield wrote—

"I have never gone against any single wish of yours. You have brought humiliation into my home. You have broken my heart but not my will."

Mrs. Fallowfield said that she lost her husband in 1910. She then had a boarding-house and had continued it. She had two children, a married daughter and a son aged 19. Two years after she lost her husband she became engaged to a man who died at Gallipoli. Mr. Tarbuck was a frequent visitor at the house, and later he gave her a ring and £1 a week towards the expenses. He promised to marry her in January 1916 but deferred the marriage as he said there was a likelihood of his being called up. She went to Brighton for a holiday with him, and passed as Mrs. Tarbuck.

In cross-examination Mrs. Fallowfield said that she had been separated from her husband for three years before his death, which took place in 1913, and not in 1910.

After hearing the evidence for the plaintiff the jury stopped the case, and returned a verdict for the defendant, and judgment was entered accordingly.

OUR LOST SHIPS.

MR. BONAR LAW STILL SILENT.

In the House of Commons, on April 7, Sir Arthur Fell put to the Prime Minister a question, inquiring whether he could state the amount of our claim for reparation in respect of the 8,000 ships and their cargoes destroyed by the enemy during the war, and if this claim was presented as actual damage and ranks with the damage done to collieries, factories and buildings in other countries and should be satisfied *pari passu* with them out of any cash or ships obtained from Germany as reparation.

Mr. Bonar Law said that the Inter-Allied Commission on Reparation had not yet returned to the Conference, and until their report was received it would not, he thought, be right for him to make any statement on the subject.

Sir A. Fell asked if the right hon. gentleman was aware of the anxiety that was felt in regard to this question, and the feeling that because our ships were at the bottom of the sea, and therefore out of sight, they were therefore out of mind.

Mr. Bonar Law—My hon. friend must not assume that the Government do not agree with his views. All I have said is that it is not possible to discuss the matter until we have the report.

FLYING MAN LIBELLED.

UNTRUE STORY OF HOW A U BOAT WAS BOMBED.

A brother of Commander Samson, Captain William Leopold Samson, R.A.F., obtained £200 damages recently, in the King's Bench Division for a libel published in the *Aeroplane*.

The article complained of was headed "Earning a Decoration," and stated—

The big boat people tell a story of an R.A.F. Staff officer who much desired a decoration of some sort. Although he scrupulously avoided active service of the more dangerous kind, he regarded the big boats as safe enough. So he set forth bravely as an observer to search for submarines.

The article went on to say that when a Hun submarine was sighted the officer was in the preliminary agonies of air sickness and did not observe it, but he released two bombs on or near a submarine by accident, thus earning the D.F.C.

Sir E. Marshall Hall, for the plaintiff, said Captain Samson joined up early in the war and was engaged at Ostend and Dunkirk with the Royal Naval Air Service, and served at Antwerp in the front-line trenches. He was also present at several engagements in Belgium and at Ypres. He afterwards served in the Danubian, had fought in German East Africa, and was engaged in fights in Egypt, Palestine, and Syria.

In October last he left Felixstowe with Captain Webster as pilot in one of the large flying boats. He was sitting in the cockpit when the bombs under his control when for the first time in his life he was seized with air sickness.

Despite this, when the pilot called his attention, by the somewhat brusque method of kicking him in the back, to the fact that submarines were about, Captain Samson discharged the bombs, and though there was no absolute proof of the fact, it was believed that a submarine had been sunk.

HIS BIT.

It was during a cold snap. A biting East wind, a cutting rain, and a long, overdue tram had driven us for shelter into the open doorway of an empty shop.

Eight o'clock struck. One by one the lights of the suburban emporiums on the opposite side of the road went out, until only two remained—a jeweller's and a sweet shop.

We watched with the keen interest of the unemployed. Out of the jeweller's came an old man. For a moment he hesitated on the threshold. Then, turning up his coat collar, he seized a long, hooked rod, and darted out to his iron shutter and gave one strong pull. Down it came, and a gasp of relief floated across the street. A rapid glance at the wind-swept roadway, and then a quick run to the shutter of the sweet-shop several doors away. Another pull, and that also was down. Then with hurried step he turned to the shop door, opened it, calling out cheerily, "Good night, Mrs. Smith," and dashed for his own doorway.

"See that old man," said my neighbour. "He pulls that shutter up and down every morning and night. The sweetshop's husband is in the Army, and she's delicate. So the old boy does that for her, and sees to her sunblinds as well—when there is any sun. That's his bit, and he's done it for nearly four years. Some sport, eh?"

And from at least one of that small group of half-frozen, impatient, grumbling watchers went forth kindly thoughts to an unknown old man.

SOLDIER PRISONER SHOT DEAD.

The Lambeth coroner opened the inquiry recently into the circumstances of the shooting of Pte. Savage, of the Labour Co., Army Service Corps, by his escort as he was endeavouring to escape from custody while being taken across London.

L.-Cpl. W. J. de Bues, 16th London Regt., who was in charge of the escort, told the story of the attempt to escape by deceased and Pte. Kitching. He said he shouted, "Stop these men," and he called to prisoners repeatedly, "Stop, or I shall fire," but they continued running, and having no equipment gained on witness and Rifleman Clarke.

"We paused," continued witness, and I said to Clarke, "We shall have to bring them down." I told him to load his rifle, and I said, "Aim low." As we had paused they had gained considerably. Clarke put a clip of five rounds into his rifle and took aim. I noticed he was aiming low. When he fired the men were about 70 yards away, and running hard. I saw Savage fall and bring the other man with him to the ground."

Rifleman George Edward Clarke said that when ordered to fire he aimed at Savage's legs.

Pte. Wm. Kitching, 11th Royal Scots, stated that Savage had been sentenced to ten years, reduced to five, for desertion, and witness's sentence was three years. On the way to Waterloo, Savage said to him, "I would like to see my wife and children before I go to Portland. If there is a possible chance I will see them. Will you make a dash for it?"

Witness replied, "I will leave it to you." A few yards farther down the road Savage struck Clarke and said, "Come along." Witness heard the corporal shout to civilians to stop them, and he also heard someone shout, "Stop, or I shall fire." They continued running, and immediately afterwards he heard a shot and Savage fell forward, with witness on top of him.

The inquiry was adjourned.

AWFUL EXAMPLES.

Perhaps as many as half of the new members of the House of Commons have yet to make their maiden speeches, which give them precedence over all competitors for "the Speaker's eye." It may be useful to those members who have thus yet to break the ice to recall some maiden speeches of our own time which have had a disastrous effect upon the subsequent careers of their authors.

The gentleman who defeated Sir William Harcourt at Derby in 1895 devoted his maiden speech to fighting his battle over again, and indulging in a kind of Roman triumph. Sir William was a great Parliamentary figure, and the House, Unionist as it was, resented the bad taste of his conqueror, who, an exceedingly able man, virtually ended his Parliamentary career there and then. Another richly endowed member, being given the distinction of moving the Address at the opening of the 1906 Parliament committed the doubly fatal blunder of making his maiden speech sharply controversial. A third has not recovered in 13 years of effort from the breach both of Parliamentary and forensic etiquette of speaking, in his maiden attempt, upon a legal cause in which he had acted professionally for one of the parties.

And finally—not to exhaust the memory—the most gifted newspaper writer of the last 30 years (the same keen politician who described a respected Bishop as having "the brain of a rabbit in the skull of an anthropoid ape") was never heard of more in Parliament after a wonderfully clever maiden speech—again in 1906—in which he damned Mr. Chamberlain in a hundred inspired epigrams.—*Daily Chronicle*.

PAINTED "GOLDFISH."

The latest fraud of the London street-vendor beats that of the painted "canary." During war-time there has been a famine in goldfish, for most of those which were hawked about in bowls in pre-war days came from Germany.

Means, however, have been discovered of painting small fish, generally roach, so effectively that they resemble goldfish, and are sold as such at an exorbitant price because of their scarcity. In about three days all the colour comes off, and the fish is revealed as a roach, pure and simple, but still with red fins and eyes.

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HOIHOW & BANGKOK.	LUCHOW	June 4, at 10 a.m.	
SWATOW & SINGAPORE.	CHINCHOW	June 5, at 11 a.m.	
SHANGHAI & SINGAPORE.	SUTANG	June 6, at Noon.	
SHANGHAI & TIENTSIN.	CHINCHOW	June 6, at Noon.	
SHANGHAI & TIENTSIN.	CHINCHOW	June 10, at Noon.	
SHANGHAI & TIENTSIN.	CHINCHOW	June 12, at Noon.	

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SHANGHAI via SWATOW.	KWONGSANG	THURSDAY, June 5, Daylight.	
STRAITS & CALCUTTA.	TOESANG	THURSDAY, June 5, at 3 p.m.	
SHANGHAI.	CHOWSANG	FRIDAY, June 6, Daylight.	
MANILA.	YUENSANG	FRIDAY, June 6, at 3 p.m.	
SINGAPORE.	CHUNSHANG	SATURDAY, June 7, at 8 p.m.	
KOBE.	KWANGSANG	SATURDAY, June 7, at 8 p.m.	
SHANGHAI.	HOESANG	TUESDAY, June 10, Daylight.	
BANGKOK.	YINSANG	WEDDAY, June 11, at Noon.	
MANILA.	LOONGSANG	FRIDAY, June 13, at 3 p.m.	

CALCUTTA LINE.—This line is now being re-organized and will shortly after frequent and
regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.SHANGHAI LINE.—Sailings approximately every two days between Canton and Shanghai,
sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill Lading are
issued to all Northern and Yangtze Ports.MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger
accommodation; sailings from both ports every Friday.HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at
Haiphong and other intermediate ports.BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having
special accommodation for passengers.Cargo taken on through Bills of Lading for Khat, Jemolun, Labuan, Tawau and
Labuan, etc.TIENTSIN LINE.—A regular service is run from March to October between Hongkong and
Tientsin, calling at Weihaiwei and Chiao.Under British Government Passenger Regulations. All European Passengers, leaving the Colony
or Straits Settlements, are required to produce on arrival at destination passports with their
Photographs and descriptive details.

For Freight or Passage, apply to

Tel. No. 315.

THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.,

Fifth Floor, Hotel Mansions.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following U.S. Shipping Board Steamers
will be despatched for

SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" About August 1st.

"WEST ELMATHIE" About August 15th.

For PORTLAND Direct.

"WEST MUNHAM" About June 25th.

"WEST CELINA" About August 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

JOHN J. GORMAN, GENERAL AGENT.

Telephones 2477 & 2478.

Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

PERSIA MARU 8,000 18th June.

KOREA MARU 20,000 25th June.

NIPPON MARU 11,000 7th July.

TENYO MARU 23,000 20th July.

HIBERIA MARU 20,000 28th July.

SHINYO MARU 21,000 13th August.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA,

CALLAO, ARIQA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong.

KIYO MARU 17,300 July 12th.

ANYO MARU 18,500 Sept. 18th.

SEIYO MARU Nov. 4th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,
KING'S BUILDING.

Telephone Nos. 2374 and 2375.

KAIPING COAL

FOR ALL

INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO. LTD., QUEEN'S
BUILDINGS HONGKONG. OR

KAILAN MINING ADMINISTRATION

TIENTSIN, NORTH CHINA

SHIPPING

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

Via NAGASAKI (or Moji) KOBE and YOKOHAMA.

STEAMERS FROM HONGKONG. ARRIVE VANCOUVER.

Empress of Asia... 12th June. 30th June.

Empress of Japan... 25th June. 16th July.

Empress of Russia... 10th July. 28th July.

Monteagle... 22nd July. 16th Aug.

Empress of Asia... 7th Aug. 25th Aug.

Empress of Japan... 20th Aug. 10th Sept.

Empress of Russia... 4th Sept. 22nd Sept.

Monteagle... 27th Sept. 22nd Oct.

Empress of Asia... 2nd Oct. 20th Oct.

Empress of Japan... 15th Oct. 5th Nov.

Empress of Russia... 30th Oct. 17th Nov.

"FARES HONGKONG TO EUROPE."

"EMPERESS OF RUSSIA" Gold \$491.00

"EMPERESS OF ASIA" Gold \$438.00

"EMPERESS OF JAPAN" Gold \$438.00

"MONTEAGLE" Gold \$438.00

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, sal-
ings and reservation of accommodation, also
charter of ships and descriptive literature,
apply to—

P. D. SUTHERLAND.

General Agent, Passenger Department.

PHONE 706.

J. H. WALLACE,
General Agent.

PHONE 12.

HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in State-rooms
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

DEPARTING

QUINNEBAUG | Capt. Medina TUESDAY, 3rd June at 10 a.m.

HAITAN Capt. A. H. Stewart FRIDAY, 6th June at 1 p.m.

HAIRONG Capt. J. W. Evans TUESDAY, 10th June at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry).

"CHINA" (10,800 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" August 19th, 1919.

"CHINA" July 2nd, 1919.

AN UNSURPASSED HIGH CLASS
PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Tel. 1984.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

FROM HONGKONG: Connecting with

FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.,
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMERS

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

Or to REISS & Co., Canton.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on the 12th June to—

SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,
Agents.

Telephone No. 1574.

STATE ELECTRICITY.

"ON BUSINESS LINES."

Prominent business men, Labour
leaders, and local Government ex-
perts who, under the presidency of
Sir Henry Birchmore, have been
acting as an advisory committee to
the Minister of Reconstruction on
the electric-power supply ques-
tion, have furnished a report expressing
the opinion that electric power should
be generated on a national system,
and that the creation of large
generating stations should be taken
in hand at once.A single, unified system is urged
as necessary for efficiency, the State
to participate on a large scale in
financing it. Administration should
be on a commercial basis and in no
sense on Civil Service lines.Stress is laid upon the vital
importance of a full development of
electric power for productive pur-
poses. High authorities have
estimated the national loss through
failure to take full advantage of
elect

SHIPPING

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON

H.M.T.	Leave Hongkong about	Due Marseilles about	Due London about
NEERABIA		30th June	8th July

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DUNERA	8th July	25th July

CALCUTTA via STRAITS and RANGOON.

ARRIVALS APCAR	14th June	Due Calcutta 30th July.
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 SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Shanghai about
JAPAN	10th June	Shanghai at 11 a.m.
DUNERA	21st June	Shanghai at 11 a.m.

Tickets Interchangeable.
 P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.
 Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 All cabins are fitted with Electric Fans free of charge.
 Steamer and Cabin rates are liable to be altered without notice.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
 Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
 For further information, please apply to Messrs. Goddard and Douglas, 10, Market Street, Hongkong.

MACKINNON, MACKENZIE & CO., Agents.

H. H. ING & CO.
 LARGE STOCK OF SHIPBUILDING MATERIALS,
 viz. Steel Ship Plates, Angles and Bars.
 Also Shipchandlery Articles.
 Telephone No. 1116. 25, Wing Woo Street, Central.

NIPPON YUSEN KAISHA

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Yokohama	"Mishima Maru," 15,500 tons	SUNDAY, 9th June, at 11 a.m.
Nagasaki, Kobe & Yokohama	"Sado Maru," 12,500 tons	TUESDAY, 17th June, at 11 a.m.
	"Nikko Maru," 9,000 tons	SATURDAY, 21st June, at 11 a.m.
	"Aki Maru," 12,300 tons	SATURDAY, 19th July, at 11 a.m.
London & Antwerp via Suez, Penang, Colombo, Suez & Port Said.	"Yokohama Maru," 12,340 tons	SATURDAY, 14th June, at Noon.
Melbourne via Manila, Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney	"Tango Maru," 13,750 tons	WEDNESDAY, 25th June, at 11 a.m.

New York via Japan

Bombay via Singapore & Colombo

Calcutta via Singapore, Penang & Rangoon

§ Omitting Shanghai and/or Moji. * Wireless Telegraphy.

HONGKONG-VICTORIA B.C.-SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA & VICTORIA.

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000 tons displacement.

Next sailing from Hongkong:

 "Fushimi Maru," SUNDAY, 22nd June, at 11 a.m.
 "Katori Maru," MONDAY, 13th July, at 11 a.m.

§ Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager

Telephone 292 & 293.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

 Town Office: 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
 Shipyard: Shun-Sui-Po, Kowloon, Hongkong. Telephone No. 9.
 Estimates furnished on application. WONG PINO WA, Manager.
 Hongkong, April 1, 1919.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Persia Maru	Toyo Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan &c.	Korea Maru	Toyo Kisen Kaisha	On 25th June.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 18th June, at Noon.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 2nd July.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 19th August.
San Francisco via Shanghai, Japan &c.	Western Pacific	The Admiralty Line	About 1st August.
San Francisco via Shanghai, Japan &c.	Canada Maru	Osaka Shosen Kaisha	On 14th June.
San Francisco via Shanghai, Japan &c.	Fushimi Maru	Nippon Yusen Kaisha	On 22nd June, at 11 a.m.
San Francisco via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Ltd.	On 12th June.
San Francisco via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ltd.	On 26th June.
Australian Ports via Manila	Taiyuan	Butterfield & Swire	On 8th June.
Australian Ports via Manila	Tango Maru	Nippon Yusen Kaisha	On 25th June, at 11 a.m.
Australian Ports via Manila	Kryo Maru	Toyo Kisen Kaisha	On 12th July.
New York via Panama	Baryates	Butterfield & Swire	On 8th June.
New York via Suez	Edgemont Castle	Dodwell & Co., Ltd.	About 26th June.
Nagasaki, Kobe & Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 21st June, at 11 a.m.
Shanghai, Kobe & Yokohama	Mishima Maru	Nippon Yusen Kaisha	On 8th June, at 11 a.m.
Shanghai via Swatow	Kwong Sang	Jardine, Matheson & Co., Ltd.	On 4th June, at Noon.
Shanghai	Choy Sang	Jardine, Matheson & Co., Ltd.	On 8th June, at Noon.
Haiphong	Suiyang	Butterfield & Swire	On 5th June, at Noon.
Straits & Calcutta	Daitoku Maru	Osaka Shosen Kaisha	On 4th June.
Tientsin	Jardine, Matheson & Co., Ltd.	Jardine, Matheson & Co., Ltd.	On 5th June, at 3 p.m.
Swatow & Bangkok	Butterfield & Swire	Butterfield & Swire	On 14th June, at Noon.
Keelung via Swatow and Amoy	Anakusa Maru	Osaka Shosen Kaisha	On 3rd June, at Noon.
Swatow, Amoy & Foochow	Quinnaburg	Douglas Laprak & Co., Ltd.	On 3rd June, at 10 a.m.
Manila	Uersang	Jardine, Matheson & Co., Ltd.	On 6th June, at 8 p.m.
Java	Bani Maru	Dodwell & Co., Ltd.	On 12th June.
Calcutta via Straits & Rangoon	P. & O. S. N. Co.	P. & O. S. N. Co.	On 14th June.
Singapore, Colombo & Bombay	Dunera	P. & O. S. N. Co.	On 8th July.
London and Antwerp	Anur Maru	Osaka Shosen Kaisha	On 4th June.
London via Suez, Panz & Cibo &c.	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 14th June, at Noon.
Mauritius, Deagoa Bay, Durban	Kawati Maru	Osaka Shosen Kaisha	On 15th June.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

AZULAN MARU.

CHEIAN MARU.

KUMAKATA MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG

BANGKOK

and/or

SINGAPORE.

M. KOBAYASHI, Agent.

Top Floor, King's Building.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

From NEW YORK via PANAMA

CANAL & SINGAPORE.

THE Steamship

"TITARTOEM,"

having arrived. Consignees of Cargo

by her are hereby informed that all

Goods are being landed at their risk

into the hazardous and/or extra

hazardous Godowns of the Hongkong

and Kowloon Wharf & Godown Co., Ltd.,

whence and/or from the Wharves

delivery may be obtained.

Goods not cleared by the 6th June,

will be subject to rent.

Goods not cleared by June 4,

1919, will be subject to rent.

All broken, chafed and damaged

packages are to be left in the Godowns

where they will be examined on

June 3, at 9.30 a.m.

Claims against the steamer must be

presented within 14 days of

arrival, otherwise they will not be

recognized.

No Fire Insurance will be effected

This steamer brings on cargo from

New York originally intended for

importation by S.S. "KAZI-MBE."

Bills of Lading will be countersigned

by

THE BANK LINE, LIMITED.

Agents.

Hongkong, May 28, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

CONSIGNEES per Co's Steamer.

"TALTYBIUS,"

are hereby notified that the Cargo will

be discharged into Holt's Wharf, Kow-

loon, where it will lie at Consignee's risk.

The Cargo will be ready for delivery

from Godown on and after June 2.

Optional cargo will be landed, unless

notice has been given prior to steamer's

arrival.

All broken, chafed, and damaged

goods are to be left in the Godowns,

where they will be examined on any

Tuesdays & Fridays between the hours

of 10.45 a.m. and noon, within the free

storage period.

No claims will be admitted after the

Goods have left the steamer's Godown,

and all Goods remaining undelivered

NOTICES TO CONSIGNEES

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIAN PORTS.

THE Steamship

"STAM,"

having arrived from the above ports

Consignees of Cargo by her are

hereby informed that all Goods

are being landed at their risk into

the hazardous and/or extra

hazardous Godowns of the Hongkong

and Kowloon Wharf & Godown Co., Ltd.,

whence and/or from the Wharves

delivery may be obtained.

Goods not cleared by the 6th June,

will be subject to rent.

All broken, chafed and damaged

packages are to be left in the Godowns

where they will be examined on

June 4, at 10 a.m.

Claims against the steamer must be

presented within 10 days of arrival,

otherwise they will not be recognized.

No Fire Insurance will be effected

in any case whatever.

Bills of Lading will be countersigned

by

THORESEN & CO.,

Agents.

Hongkong, May 31, 1919.

THE "CHINA MAIL."

NOTICE.

Communications relating to news should

be addressed to THE EDITOR.

Correspondents must forward their

names and addresses with any communica-

tion addressed to the Editor, not necessarily

for publication but as evidence of good

faith.

All matter for publication should be

written on one side of the paper only.

Letters relating to business should be

addressed to THE MANAGER.

Rate of subscription to "China Mail" is

\$36 per annum; per quarter and per month

as follows: "pro rata".

The "China Mail" is delivered free at

subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifth

pence per month.

Orders for extra copies of the "China

Mail" should be sent as soon as possible as

the supply is limited. Cash 10 cts., Credit

20 cts. per copy.

Rate of subscription to the "Overland

China Mail" is \$12 per annum; postage

\$1 per annum extra. Single copy twenty-

five cents each.

Alterations and additions to advertise-

ments on Pages 2, 3, 6, 7, 8 and 9 should

be sent to the Office, No. 5, Wyndham

Street, not later than 11.30 a.m.

Alterations and additions to advertise-

ments on pages 1, 4, 5 and 10 should be

sent as not later than 1 p.m.

New advertisements should be sent in

before 5 p.m.

Advertisements and Subscriptions which

are not ordered to a fixed period will be

continued until countermanded.

Telephone Address "MAN" Hongkong.

Code: A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL.

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA,"

14,000 Tons each.

HONGKONG TO SAN FRANCISCO.

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at Noon.

S.S. "VENEZUELA"..... WEDNESDAY, June 12th.

S.S. "ECUADOR"..... WEDNESDAY, July 16th.

S.S. "COLOMBIA"..... WEDNESDAY, Aug. 13th.

These Steamers have the most modern equipment including overhead

electric fans and electric lighting ALL LOWER BERTHS and large

comfortable Staterooms (All single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the cuisine, and the attendance on

Passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the

Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc., apply to—

COMPANY'S OFFICE in Alexandra Buildings, Chater Road.

Telephone 141.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT

CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 6 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings—S.S. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)

S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays 2 p.m.)

S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 4 p.m.)

S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays 8 a.m.)

FUTURE OF THE BRITISH EMPIRE IN INDIA.

LESSONS OF THE WAR.

BY AN INDIAN REVOLUTIONARY.

The following article is by Mr. Har Dayal, a leader of the Indian extremists, and widely known during the war, when he resided in Germany and prepared plans for a revolution in India, as a "pro German."

I propose in this short article to offer some suggestions and reflections with regard to the future of the British Empire in Asia from the standpoint of a patriotic Indian, who has been during many years a convinced and consistent opponent of British Imperialism, but who has been led to modify his views on account of the tremendous events of the great world-war. No thinking man can be the same after this war as he was before it.

I now believe that the consolidation of the British Empire in the East is necessary in the best interests of the people of India, Burma, Egypt, and Mesopotamia. These countries contain more than one-fifth of the population of the whole world. The progress and welfare of these ancient and gifted peoples must be an object of solicitude for all lovers of humanity. Our attitude towards the British Empire as a political institution, therefore, involves moral principles of the highest order. If the Empire is based on mere tyranny, exploitation, race-hatred, brute force, and fraud, and if it cannot be mended in any way, why then, we must end it and say, Down with this abomination of abominations! I myself maintained this attitude for a long time. If, on the contrary, it can be shown that the Empire has grown up through historical necessity and that it does serve a useful purpose in the social evolution of the human race, we may decide to accept it as a fundamentally sound and beneficial institution, which should be improved and developed rather than undermined and destroyed.

II. On a superficial view, it appears that the British Empire in India is an altogether iniquitous institution, like the Ottoman and the Austrian Empires of infamous memory. The English have conquered many small States in Asia since that fateful battle of Plassey, and they have certainly been guilty of gross violations of plighted faith and wanton abuse of military power. Clive, Warren Hastings, Wellesley, and Dalhousie may be "national heroes" to day, but they were surely no saints. And an empire which has thus been reared by crushing and enslaving several "small nations," and some big ones too, cannot claim our homage and sympathy, for it is essentially a immoral institution. It must be abolished, dismembered, and forgotten. Certainly the principle of Nationality would lead us to condemn the British Empire in Asia as a reactionary and indefensible institution. If the Bengalis, the Marathas, the Burmese, and the other nations of Asia aspire to national independence and claim their birthright of nationhood, who shall say them nay? Surely not the champions of the freedom of Bohemia, Serbia, Belgium, Poland—and the Hedjaz!

III. But we must discard all priori doctrines and abstract theories and fix our attention on the stern facts of the political world-situation, if we wish to formulate a sound and practicable programme for the intelligent patriots of India and Egypt. Nationality is nothing but a catchword if a national State cannot further the development of the mass of the people. Let us study the facts themselves carefully and judiciously.

IV. The break-up of the British Empire in Asia would lead only to a change of masters for the peoples of India and Egypt. These peoples will not be able to defend their countries against other sturdy European nations that may harbour ambitious designs of world-empire. They will be too weak even to keep out the Asiatic barbarians that have overrun and devastated their fertile plains so often in the past. And the causes of this weakness are manifold. . . . The Indians and the Egyptians cannot prevail in battle against the Germans, the Russians, the Kurds, the Afghans, and the Japanese, even if they are determined to fight for their countries with the courage of desperation. . . . Further, the upper and middle classes of these countries are absolutely incapable and degenerate. I weigh my words carefully when I pen this severe judgment. The aristocracy and the educated classes of India and Egypt are perhaps among the most contemptible specimens of humanity extant. Without courage, without patriotism, without religious faith, without political principles and ideals, without love of art and learning, without ambition and a sense of duty, these parasites and drones only exploit the peasants and working men and render no service in return. They eat, drink, begot, and pass their days in ignoble ease and aimless sloth, while the society which they are supposed to lead perishes before their eyes.

These reflections suggested themselves to me with greater force than ever before as I watched from Berlin the course of events in the Near

East in the winter of 1915-16. Serbia was crushed and occupied about that time, and the famous "Balkanzug" began to run between Berlin and Constantinople. Huge placards, with the words "Hamburg—Bagdad," could be seen in the windows of the newspaper offices in Berlin. All this set me thinking. The Germans were supposed to be the allies of the Turks against the other European Powers, but now the Turks found that they had got taskmasters instead of friends. Germany poured men and material into Turkey, "Bagdad" was the goal of German ambition. All barriers that had stood between Teutonic Imperialism and the much-coveted treasures of old Asia had disappeared. A German empire in Asia was well-nigh within the range of practical politics. That spectre frightened all thinking Orientals, who had hitherto looked upon Germany as their champion against British Imperialism. The cry "Berlin—Bagdad" was ominous in our ears. Turkey had really been conquered without a blow. The foolish Turks had themselves opened the doors to their masters. It was the story of the man, the horse and the stag over again. I began to think of our beloved India and her north-western frontier. The Germans intrigued with the Afghans and other wild tribes in Persia and Turkestan. The menace of a German-Turkish-Pathan invasion could no longer be overlooked. And in that moment I saw clearly that India would simply be overwhelmed by her old enemies and by new ones, if the German adventurers obtained a foothold east of Suez. Whatever may happen, no son of India will ever consent that foreign soldiers should be allowed to enter India again from the north-west, whether they come as friends or foes. It is the cardinal principle of all political parties in India that the north-western frontier must remain inviolate under all circumstances. No prospects of future gain can allure us to open that portal to strangers, whoever they may be. This is the lesson of Indian history, written by our fathers in their blood.

Imperialism is always an evil, but British and French Imperialism in its worst forms is a thousand times more ferocious to German or Japanese imperialism. The English and the French are at least gentlemen in personal intercourse, and they have few institutions at home, which exercise a liberalising influence on their colonial policy in spite of themselves. The meanest English or French Jingo cannot abolish the Magna Charta or blot out the words "Liberty, Equality, Fraternity." But the Germans have no tradition of freedom. The Prussian rules over all the Germans, and the Prussian is perhaps the most detestable biped on earth. He is selfish, avaricious, heartless, arrogant, unscrupulous and servile. A slave and a bully, he is cruel to the strong. He understands only the law of Force, and worships Power and Rank. He is an upstart, and has all the vices of the parvenu. He suffers from incurable megalomania, to which political kleptomania and other serious disorders have been added during the last thirty years. He may be a patriot, a poet or a pedant but he is never a gentleman. He wishes to exploit everyone he meets, and his word cannot be trusted. All who know him despise and hate him. We should rejoice with exceeding joy that he has been humbled and thrown down from his high pedestal. I have lived in Prussia for two years during the war, and know what I am talking about.

The defence of India is thus a very grave problem. As of old, India is the cynosure of all ambitious Imperialisms, from Berlin to Tokyo. Now I ask, "How can we obtain the generals and officers for our army of defence?" We have brave soldiers, though even our infantry may require a little stiffening with the stubborn British soldiery. But, the upper and middle classes of India can never supply competent officers and generals for a national army. A good officer is the product of a living social system. Tradition, education, religious faith, sense of duty, physical strength, heroism—all these go to make a European officer. But our bourgeois classes have none of these things. It is better that the Indian army should guard the frontiers under the command of British officers than that the Afghans, the Kurds and the Germans should pour into the country after having defeated a "national" army led by cowards and weaklings. India cannot afford the perilous luxury of an Indian bourgeois corps of officers. This is my deliberate opinion on this vital question.

And as the world is infested with Imperialists of every nationality, it is the part of wisdom for us not to tempt Fate, but to stay under the protection of the British fleet and army in our quiet, sunny home of Hindustan, and to make the best of our position in the Empire. We are not equipped for the deadly rivalries and fierce struggles of this age of iron Imperialism. Others will not leave us alone, if we once lose the shelter of the name and aegis of Great Britain. Exposed to the buffetings of chance and force, we shall have to suffer worse evils than those that now afflict us. Partition, forced conversion to other creeds, and similar calamities have befallen weak peoples in Asia and Europe ever since the nineteenth and twentieth centuries. Let us not jump out of the frying-pan of British Imperialism into the fire of—who knows what?

BETWEEN TWO FIRES.

WORKER'S RIGHT TO DISPOSE OF HIS LABOUR.

A decision of great interest to trade unions was given in the Chancery Division by Mr. Justice Astbury, in the action of Frederick Valentine, of Patricroft, Lancashire, against Joseph Hyde, of Barford, Worsley, and John Howard of Farnworth. The plaintiff, who has been employed at the Bridge-water (Earl of Ellesmere's) Collieries as a surface worker for twenty four years, looking after machinery, and has been a member of the A.S.E. for a large number of years, sought to restrain the defendants, who are the president and secretary respectively of the Walkden branch of the Associated Society of Railway Vehicle Builders, Wheelwrights, Carpenters, and Mechanics, from inducing his employers to discharge him.

The trouble across through Valentine failing to join the defendants' society chiefly because his own society (the A.S.E.) would not allow him to do so. It was alleged that after unsuccessful pressure had been brought on the plaintiff the defendants interviewed the colliery manager and threatened a strike if the plaintiff were employed any longer. Ultimately the plaintiff was given notice, which was suspended in view of the legal proceedings. The main defence raised was that the defendants had not exceeded their legal rights in respect of their interviews with the colliery manager which led to the plaintiff's notice.

His lordship said that in this case the plaintiff was given two alternatives. To do as he was ordered by the defendants' union, and thereby lose the financial benefit of thirty seven years' membership of the A.S.E., or refuse and be dismissed from his employment, although no fault had ever been found with his work. "If a free man," continued the judge, "belonging to a trade union, can in this country under either the Common Law or by Statute be victimised in this way, then this action must fail."

Dealing with the suggested conspiracy of the defendants to get the plaintiff dismissed, his lordship said he felt, no doubt, that although no threatening language was used at the interview with the colliery manager, yet coercive pressure was brought to bear to obtain defendants' objects. The manager's only alternative was to discharge an old servant to take the risk of the unpleasant consequences of a strike. He could not conceive that an independent and fair minded employer would, of his own free will, treat an old and satisfactory servant as plaintiff was treated, unless he was driven to it in the way that the facts disclosed. In his judgment there had been an unlawful interference by the defendants with both the rights of the employer and the plaintiff.

His lordship finally dealt with the defence raised that the Trades Disputes Act operated to make the plaintiff's treatment not actionable in any event. He held that the acts of the defendants were not in furtherance of a trade dispute and therefore he would grant an injunction restraining the defendants from any further acts preventing the plaintiff from disposing of his labour as he wished. The defendants would have to pay the cost.

Mr. Cunliffe, K.C. for the defendants, intimated that the decision might be appealed against.

THE LEWIS NAVAL DISASTER.

[The following is part of a prologue by Neil Munro which was spoken by Martin Harvey at a meeting in Glasgow in aid of the Lewis Naval Disaster Fund.] April has come to the Isles again, by the sea as a lover, Shaking out bird-song and sunshine, and soothing the tides. April has come to the Hebrides, filled them with frolic.

Only in Lewis of sorrow, bleak winter abides. Always they went to the battles, the people of Lewis. And always they fell, in the wars of a thousand years. Peace never to Lewis brought spring-time of joy or of season. The wars might be won, but her women were destined to tears! That is to-day why in Lewis the lark sings unheeded. The sparkle of waves in the sea-creeks gladdens no eye. No dance to the pipe in the croft, and no mirth in the shieling. Cheerless and leaden the hours of the spring go by. They had lit up their windows for beacons, the women of Lewis; The peat fires were glowing a welcome, the table was spread; The sea brought their sons back from war and the long years of tumult. And cast them ashore on the cliffs of boyhood, dead!

STOMACH AND LIVER TROUBLES.

NO end of misery and actual suffering is caused by disorders of the stomach and liver, and may be avoided by the use of Chamberlain's Tablets. Give them a trial. For sale by All Chemists and Storekeepers.

SEAMEN'S UNEATEN FOOD.

A MEAN PROSECUTION QUASHED.

A case which came before a King's Bench Divisional Court, recently, composed of Justices Bray, Lawrence, and Shearman, raised the question whether a seaman who had had his rations served out to him in bulk on a voyage could take part of them home when he got ashore.

The appellant, Patrick Morgan, was convicted and fined 10s. at Liverpool for stealing two tins of marmalade and three tins of milk, the property of his employers, the Booth Steam Shipping Company, Limited. He was stopped by the police in Liverpool last July on leaving dock and he stated that he was from the steamship *Michael*, which had been on an Atlantic voyage, and that he and other members of the crew had agreed, in view of the shortage of food at home, that they would not use these rations of milk and marmalade, but would keep them and take them home.

At the hearing before the Magistrate, it was mainly said that the rations were served out by the shipping company on the understanding that they should be consumed on the voyage and on the ship, and that if any goods remained they were the property of the company.

The Court unanimously quashed the conviction on the ground that though the unconsumed rations were the property of the shipowners, there was no evidence of larceny. (applause).

CHINESE COOLIES IN LONDON.

The Chinese soldier worker in France is as anxious to get home to his Oriental Ellingly as the British soldier, and to vary the monotony of foreign service, the Y.M.C.A., with the co-operation of the War Office, are taking selected parties on leave round London.

A *Daily Chronicle* representative was informed by the Rev. W. E. Southill, late president of the Imperial University at Shanghai, and now in charge of the Chinese Hostel at Leytonstone, that his Chinese visitors are immensely impressed with the noise and bustle of city life. "My last party saw the Guards march through London, and afterwards were entertained to tea by Princess Alice, Countess of Athlone. The ten interpreters, who have been round London, went over Windsor Castle."

They are all immaculately dressed, and pride themselves on their adaptability and power of assimilating Western ideas; but they are none the less anxious to get back to "Blighies," and see their friends again.

There have been 90,000 Chinese employed in France and Belgium during the war, and they are reckoned to have been amongst the manual labourers. An average load of 12½ tons a day, for a distance of 30 yards, has been carried by each man. No less than £12,500 raised by the Y.M.C.A. amongst different firms, and 75 huts and marquees were erected especially for the Chinese.

They have acted as road-makers, foresters, loaders, carpenters, and fitters, and there has been a trained medical and dispensing staff, under the supervision of Colonel Grey, and medical officers, principally from the mission hospitals in China.

Although the climate there has been bad, the death rate has not been appreciably high, but some were killed by air-raids.

SOMETHING DEPENDABLE.

DIARRHOEA is always more or less prevalent during this weather. Be prepared for it. Chamberlain's Colic and Diarrhoea Remedy is prompt and effective. It can always be depended upon. For sale by All Chemists and Storekeepers.

SCOTTISH LETTER.

JOY RIDE OVER THE LINKS OF PORTH.

(From Our Own Correspondent.)

April 23. I have just returned from my first trip in Scotland's first aero-taxi. It was a half-hour's cruise over the Links of Porth, with Alloa as the centre. A passenger service is being inaugurated, where, for the small matter of two guineas, landmen may taste the fearful joys of aerial flight.

My pilot was a young blue-eyed boy, with a wealth of flying experience as an officer both at France and at home quite out of proportion to his years. The machine was a 100-horse-power two-seater Caudron, identical with that which Vedrines flew in his spectacular stunt when he landed on the roof of the Lafayette Galleries in Paris. "We'll just taxi the old bus across the aerodrome first," Aerial remarked; "and then turn her round to face the wind, because we rise more easily that way."

So with engine roaring fiercely in front, we bumped along the ground for three or four hundred yards, wheeled round, and then full speed ahead. Before one had quite realised it we had cleared the ground and were skimming over the aerodrome sheds. There was nothing of the sensation of ascending or descending in a miners' cage or a restaurant lift. The only apparent change was the cessation of the bumping—we were now speeding along the even highway of the heavens. The red roofs of the town clustered below us, and the rich panorama of the valley of the Forth opened out in all its beauty as we ascended. In the sunshine the sinuous windings of the river from Alloa to Stirling resembled the coils of a gigantic silver snake. When we were up 1,000 feet, Aerial shut off his engine.

"Aren't the windings of the Forth fine?" he said to me over my shoulder. For half a minute we glided silently along, drinking in the beauty of the picture—a countryside all green and brown, picked out with red roofs, massive mountains capped with snow, the shimmering river twisting and turning in its extraordinary course through the centre of it all green and brown, picked out with the faint sound of the riveters at work in the docks below broke the silence. "We want some 'Archies' to liven things up," said Aerial, no doubt with memories of a day at Beaumont Hamel when he was shot down by the Boches and fell inside our own lines.

We rose another 1,500 feet. The picture had now broadened. We could see from Ben Lomond to Berwick Law. Alloa, Clackmannan, and the townships nestling at the foot of the Ochills were easily identified. "That's Dollar over there," said Aerial, "and yon's Tillycolly, and that's Kinross." There was something awe-inspiring about this easy conversation half a mile up. Falkirk and the West Country were shrouded in industrial smoke. Stirling was a fine picture. The Castle Rock dominated the foreground. It recalled the earliest "crash" on record, in the dark ages of flight, when the crack-brained Abbot of Tongland provided himself with wings, and in presence of the King and the nobles of Scotland he launched himself from the battlements of Stirling Castle, to come an ignominious cropper on a midden heap in the valley below.

At 4,000 feet it had grown appreciably cooler, but the flying was much easier. Coming up we had to pass through some choppy air waves, which made the machine heave a bit. But now we were in smooth waters. Only at the corners, in turning did one grip the seat a bit nervously, the machine then heeling over almost on its side, like a racing motor going round a bend. But one grew accustomed even to this sensation. The descent was very pleasant, the view being uninterrupted as the nose of the plane was turned down. In slow sweeping circles we approached the ground, and without a suggestion of a bump we landed.

and sped across the aerodrome for a matter of a hundred yards before coming to rest at the original starting place.

COAL TRIMMERS' BIG EARNINGS.

The coal trimmers employed at Leith Docks have recently been making extraordinary large sums of money. For the trimming of coal put into ships at the coal hoists rates have varied from 2s. 6d. to 5s. 6d. per ton, including the percentage increases granted during the war. A large amount of bunker coal has been handled owing to the number of surrendered German ships at the port, and in some cases the trimmers have been earning at the rate of 15s. and even up to 21s. an hour. Of course they have been working overtime to cope with the pressure of work. A sum of £614 was paid over to the foreman of a squad of 13 men, each receiving for 57 hours work the sum of £47. In another case £170 was paid for 13 hours' work, each man receiving 21s. per hour. The average weekly earnings are necessarily much less being estimated at from £8 to £10 per week. No doubt when occasion requires extra squads could be readily be engaged, so as to make the working of such long hours unnecessary, but apparently the trimmers wish to keep as much of the trade as possible in their own hands; they are a comparatively small body of men and can make their own terms.

THE MINERS' MOOD AND MANNER.

The casual manner in which some coal miners regard their work is illustrated by a conversation I had with one of them at a railway station while waiting for a train. "You are not going to have the strike,—or the holiday, as you call it?" "No," he replied quite easily, "but we are taking it. Ye see, we wanna work till we get our back pay (due under the Sankey award), and then we'll need a day or two to spend it."

MOTOR SHIP FOR THE FAR EAST.

Messrs. Harland & Wolff have launched from their Govan yard the twin-screw motor ship *Glenade* which they have built for the Glen Line. The vessel is 420 feet in length, 54 feet broad, and of about 5,000 tons gross. She has a double bottom constructed on the cellular principle, and steel decks, with seven watertight bulkheads dividing the hull into eight watertight compartments. The vessel has been specially designed for trading in the service to the Far East, and has every facility for the rapid loading and discharge of cargo; there is also comfortable accommodation for a number of passengers. The winches, 14 in number, are of special design, electrically driven, as are also the windlass and warping winch. The vessel has two telescopic pole masts, with derrick tables on each, and there are in all 21 derricks, lifting from 12 up to 50 tons. Two sets of Diesel oil engines will be fitted.

WINDFALL FOR TROON.

Charles Kerr Marr, a member of the firm of Hall, Blythe & Co., which has a world-wide organisation for the coating of ships, has bequeathed over £200,000 in trust for educational purposes to the inhabitants of Troon, of which town he was a native.

AMRITSAR VICTIMS.

One of the victims of the Indian riots at Amritsar was Mr. A. J. L. Stewart, Manager of the National Bank of India there. He was a son of the late Mr. W. M. Combie Stewart, St. Helens, Cheshire, and had been in India more than 30 years. He served in various capacities, went to Amritsar three years ago, and was soon due to retire. His widow and three children reside in London.

Mr. George S. Scott was another of the bankers killed and burned at Amritsar. (He had returned to India in January after home leave. The son of Mr. Robert Scott, builder, Portobello, he was 41 years of age and unmarried. Trained in Scotland

ANOTHER BIG FIGHT.

£20,000 OFFERED TO WILLARD AND DEMPSEY TO BOX IN LONDON.

All the best boxing seems to be taking place in England at the present time, and there appears to be a big possibility of the next contest for the championship of the world being held in London.

The *Daily Chronicle* is informed that Mr. Tom Fritchard, who has promoted many of the excellent contests that have taken place at the Blackfriars Ring, has accepted, on behalf of a syndicate, an offer to arrange for the contest between the gigantic Jess Willard and Jack Dempsey to take place in London next July.

Willard is the big white man who, on April 5, 1915, knocked out Jack Johnson in the 26th round of a world's championship bout at Havana. A little over a year later Willard met Frank Moran, who knocked out Billy Wells, the champion of Great Britain at the time, at the London Open House. Willard knocked Moran out in the tenth round.

Cables have been sent to Willard and Dempsey informing them that they can divide a purse of £20,000 as they wish. It is said that there has already been secured a building, which will accommodate 70,000 people seated and 2,000 standing, and that the main arrangements will be completed during the present week.

Dempsey is the man who knocked out Fred Fulton. The latter has since published a statement to the effect that that result was faked. A few days ago Johnson made a statement to the effect that the contest in which he was beaten by Willard was also faked, but both declarations are set aside as those of men suffering from much disappointment and very little scrupulousness.

Willard is the biggest man who ever held a world's title. His height is 6ft. 6in., and his reach is 83½ inches. When in good condition for boxing he weighs 18 stones.

Dempsey has tremendous hitting power, but he will be conceding over four stones in weight and more than 10 inches in height.

A VETERAN DOCTOR.

Guy's Hospital is rightly proud of the fact that Dr. T. W. S. Locke, a former student, is 90 years old. Dr. Locke entered "Guy's" 71 years ago!

Think of the memories of those years of studentship, leaving probably hardly one other survivor to-day to compare notes with the veteran doctor. Apart from his profession, Dr. Locke has been busy as a magistrate and in other branches of public work.

he had filled a number of positions in the service of the National Bank of India, having been at Bombay, Delhi, Calcutta, and Karachi before being posted to Amritsar.

CROWDING THE UNIVERSITY.

There is a remarkable congestion in several of the classes at Aberdeen University due to the return of demobilised soldiers. The agricultural and "planters" course is especially crowded, and in the botany department a "double shift" of classes has had to be started. A similar state of affairs prevails in Edinburgh and Glasgow Universities.

MARRIAGES.

At 55 Garden Place, Aberdeen, by the Rev. John Watson, Amoy, China, father of the bride, assisted by Rev. J. Inneside Still and Rev. Frederick J. Rae, Kenneth Rolland Orcheston, N.Z.A.S.C., son of Joseph Orcheston, M.I.E.E., Wellington, New Zealand, to Charlotte Barbour Watson, M.A.

At St. Stephen's U.F. Church, Edinburgh, Frederick Macaulay, Pupung Estate, Fiji, son of Murdoch Macaulay, Inverkeilor, Forfarshire, to Amelia, second daughter of the late Alexander Thomson, shipmaster, Leith.

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AUSTRIAN PEACE TERMS.

London, June 1st.—The conditions of peace of the Allied and Associated Powers, with the exception of the Military, Reparation, Financial and certain Boundary clauses, were handed to the Austrian Plenipotentiaries at St. Germain on June 1st.

These clauses which are not yet ready for presentation will be delivered as soon as possible, the Austrians, in the meantime, having an opportunity to begin work on the greater part of the Treaty. In an effort to facilitate the final decision, the Austrian Treaty follows exactly the same outline as the German, and in many places is identical with it except for the changes in figures.

Certain specific clauses, which applied only to Germany, are, of course, omitted, and certain new clauses, of particular applicability to Austria, are included, especially as regards the new States created out of the former Austro-Hungarian Empire.

Austria is left, by the Treaty, a State of about 6,000,000 people, inhabiting a territory of between 30,000 and 60,000 square miles.

Austria recognizes the complete independence of Hungary, Czechoslovakia, and the Serbo-Croat-Slovene State, and cedes other territories which previously, in union with her, composed the Empire of Austria-Hungary.

Austria agrees to accept the League of Nations Covenant and the League Charter, to renounce all her extra-European rights, to demobilize her whole army and naval forces, to attain the right of trial by the Allied and Associated Powers, of her nationals guilty of violating the laws and customs of war, and to accept detailed provisions similar to those in the German Treaty as to economic relations and freedom of transit.

In the following summary, Part One, containing the Covenant of the League of Nations, and Part Twelve, containing the League Charter, are identical with those in the German Treaty and are therefore omitted.

Part Six, dealing with Prisoners of War and Graves, and Part Ten, with Aerial Navigation, are identical with the corresponding Austrian and German clauses, and are also omitted.

Similarly, Part Thirteen of the German Treaty, containing guarantees for the economy, are not included in the Austrian Treaty.

PART TWO.

THE FRONTIERS OF AUSTRIA.

Numerous important changes. The northern frontier, facing Czechoslovakia, follows the existing administrative boundaries, formerly separating the provinces of Bohemia and Moravia from those of Upper and Lower Austria, subject to certain minor rectifications, notably in the regions of Gmünd and Feldberg and along the River Moravia.

The southern frontier, facing Italy and the Serbo-Croat-Slovene State, is to be fixed by the principal Allied and Associated Powers at a later date.

In the eastern part, the line, passing just east of Blumberg, crosses the Drava just above its confluence with the Lavant, and thence passes north of the Drava as to leave to the Serbo-Croat-Slovene State, Marburg and Badkersburg, just to the north of which later place is joins the Hungarian frontier.

The western and north-western frontiers, facing Bavaria, the western frontier, facing Switzerland, and the eastern frontier, facing Hungary, remain unchanged.

PART THREE.

POLITICAL CLAUSES.

Europe.—The high contracting parties recognize and accept the frontiers of Bulgaria, Greece, Hungary, Poland, Rumania, the Serbo-Croat-Slovene State, and the Czechoslovak State as at present determined or ultimately to be determined.

Austria renounces, in favour of the principal Allied and Associated Powers, all her rights and titles over territories formerly belonging to her which, though outside the new frontiers of Austria, have not at present been assigned to any State, and undertake to accept the settlement to be made in regard to these territories.

The Czechoslovak State.—Austria recognizes the complete independence of the Czechoslovak State, and the Czechoslovak State, in conformity with the action already taken by the Allied and Associated Powers.

The exact boundary between Austria and the new State is to be fixed by a Field Commission of seven members, five nominated by the principal Allied and Associated Powers and one each by Austria and Czechoslovakia.

Czechoslovakia agrees to embody, in a Treaty with the principal Allied and Associated Powers, such provisions as may be deemed necessary, to protect racial, religious, or linguistic minorities, and to assure freedom of transit and equitable treatment for the commerce of other nations.

The Serbo-Croat-Slovene State.—Austria, similarly, recognizes the complete independence of the Serbo-Croat-Slovene State, and renounces her rights and titles.

A similarly appointed Field Commission, including a member nominated by the Serbo-Croat-Slovene State, is to fix the exact boundary.

The question of the Basin of the Klagenfurt is reserved.

The Serbo-Croat-Slovene State agrees to a similar Treaty for the protection of minorities and freedom of transit.

Rumania.—Rumania agrees to a similar Treaty for protection of minorities and freedom of transit.

Russia.—Austria is to recognize and respect the full independence of all the territories which formed part of the former Russian Empire.

She is to accept, definitely, the annulment of the Brest-Litovsk Treaty, and of all Treaties or agreements of all kinds concluded since the Revolution of November, 1917, with all Government or political groups on the territory of the former Russian Empire.

The Allies reserve all rights, on the part of Russia, for restitution and satisfaction to be obtained from Austria on the principles of the present Treaty.

Austria is to consent to the abrogation of the Treaty of 1839, by which Belgium was established as a Neutral State, and her frontiers fixed, and to accept, in

KINEMA PARS.

Enrico Caruso, the great tenor of the Metropolitan Opera House, New York, made his screen debut at the Rivoli, New York, in a picture entitled "My Cousin," and immediately registered great favour with the press and the public. Signor Caruso will be seen in one or two other motion pictures, which are expected to sustain the reputation he has already earned as a pantomimist in "My Cousin."

One of the outstanding characteristics of the soldier and sailor throughout the war has been his demand for pictures. Both the Army and Navy have run kinemas under a bewildering variety of landscapes. One of the latest enterprises in this direction is a "picture theatre" at Zebruggen, which has been erected by the soldiers and sailors occupying the post. It bears the historic name of the Mole Picture Palace, and is built of corrugated iron sheets, the "monoplane" being composed of a portion of a salvaged German mine, with the designation of the theatre inscribed with chalk.

The idea which first general credence is that Charlie Chaplin's screen debut in America, but it has been discovered that the credit for his first film belongs to this much-abused land after all. It appears that in August, 1912, Chaplin was playing in Jersey, as a member of a Kanto Company, and at the time there was being celebrated on the island the annual Flower Festival. There came from London a typical entertainment, who signed his machine up on the machine to get some shots of the floats in the procession. While the crank turned was in the middle of taking a picture of a particularly pretty float, Chaplin shuffled in front of the camera, and before the cameraman knew what had happened he had taken a good length of the first Chaplin. His first warning came from the laughter of the bystanders at Charlie's antics, and the disappointed typical man retired in disgust at having his picture spoiled. What became of the film no one knows. But if only it could be found now, what a scoop someone would get!

The Soviet Government of Hungary, according to a wireless message emanating from Bela Kun, the Commissary for Foreign Affairs, is about to construct a new world. And one of the first of its efforts in this direction is the making of theatres and kinemas "free and perfectly accessible for the children of the proletariat, whereas in the past they existed solely for the amusement of the rich." Exhibiting conditions must have been strange if this was really so, but they will be stranger now. We had almost a threat of the production of birth certificates as one-time before children could obtain admission into kinemas. Perhaps in Hungary the infants will now have to produce a document proving that they belong to the proletariat. At any rate, even the Bolsheviks could not introduce such a "reform" into our kinemas unless they made them necessary for the poor little rich children and excluded the present type of child audience.

Pathé Frères have every reason to be congratulated on their excellent screening of "The Bells." The story of this dramatic play lends itself ideally to the film, and Gilson Willets, who has adapted it, has made the most of his opportunity. Naturally "The Bells" and the name of the late Sir Henry Irving are to the English-speaking world synonymous, and when one thinks of the wonderful performance of the great actor as the unhappy Mathias, Frank Keenan seemed out of even-tempered comparison. However, Keenan is as great on the screen as Irving was on the stage. These are moments in the film actor's repertoire, such as when he awakes from his ghastly dream, that are almost too painful to watch. The man lays bare his soul before the eyes of the world. Frank Keenan is ably supported by Edward Coxen as Christian and Miss Lois Wilson as Annette.

MM. Enckmann and Chatrian's "Le Juit Polonais" was never really intended for the stage until Mr. Leopold Lewis presented an English dramatised version, entitled "The Bells," at the old Lyceum Theatre in 1871. What Mr. Lewis did for the stage, Mr. Gilson Willets has done for the screen. Pathé's production contains all the air of intense tragedy that is inseparable from a successful representation, while Frank Keenan sustains a most trying role as Mathias with exceptional vigour and force.

The settings, so important in creating the atmosphere inseparable from our pre-fabricated ideas of what should be suggested, are faultless, and the photography is clear, distinct, and of a very high standard throughout.

advance, any Convention with which the Allies may determine to replace them. Austria adheres to the abrogation of the neutrality of the Grand Duchy of Luxembourg, and accepts in advance, all international agreements as to it, reached by the Allied and Associated Powers.

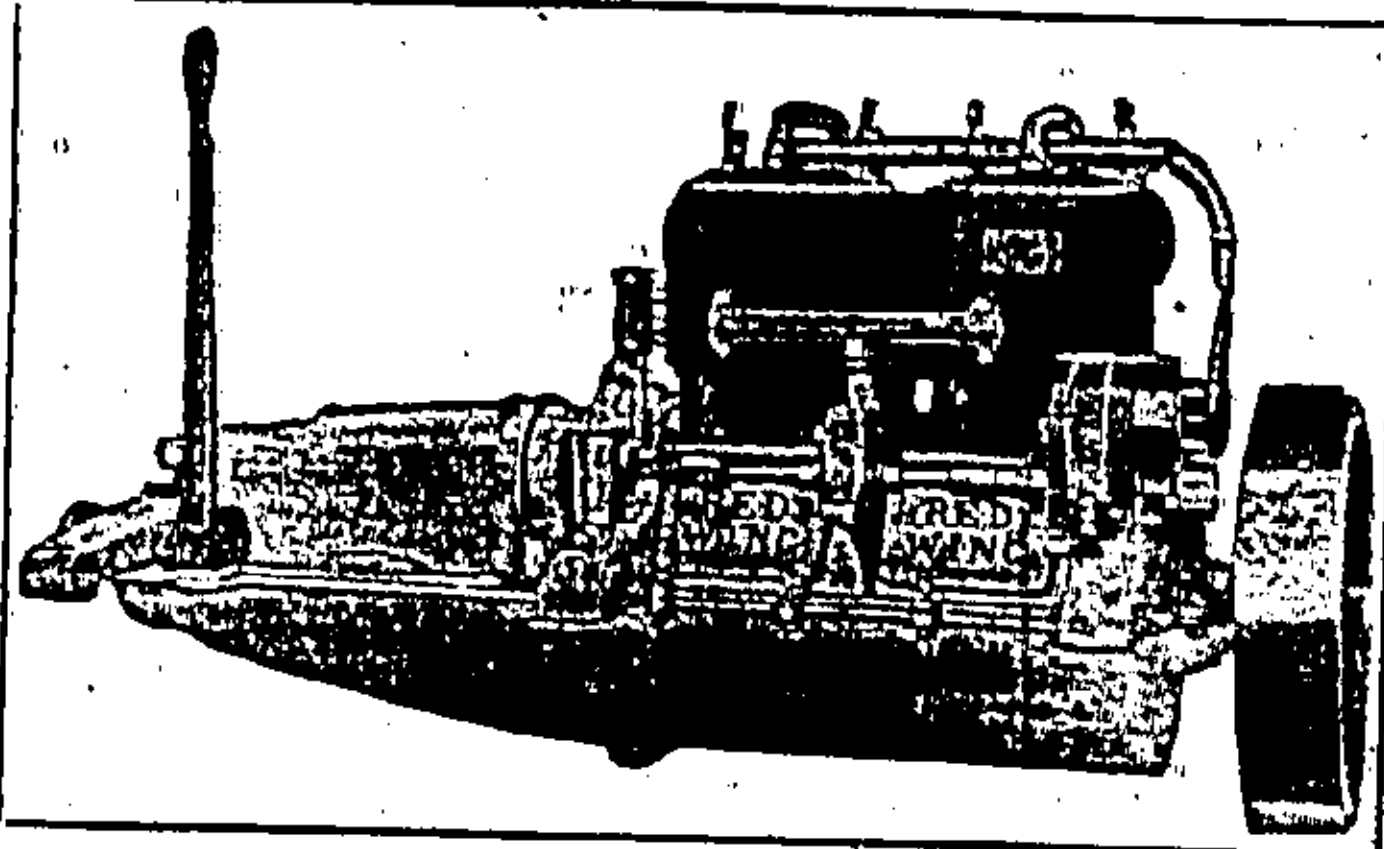
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MOVEMENTS OF STEAMERS.

The P. & O. S. N. Co's. s.s. *Chusan* left Singapore for this port on the 31st May at 4 p.m. and is due here on the 6th June at about 10 a.m.

The N.Y.K. s.s. *Togo Maru*, No. 2 (Bombay Line) left Bombay for this port via Singapore on the 15th May, and is expected here on the 15th June.

Latest Advice.—
The T.K.K. s.s. *Shingo Maru* arrived at Yokohama June 1st, and will sail June 4th for Honolulu and San Francisco as per schedule.

The N.Y.K. s.s. *Calcutta Maru* (Calcutta Line) left Singapore for this port direct on the 29th May, and is expected here on the 6th June.

The N.Y.K. s.s. *Nikko Maru* (Australasian Line) left Sydney for this port via Australian ports and Manila on the 30th May, and is expected here on the 20th June.

The N.Y.K. s.s. *Tenjin Maru* (Bombay Line) left Singapore for this port direct on the 31st May, and is expected here on the 7th June.

The G.P.O. Co's. R.M.S. *Empress of Japan* arrived at Vancouver on May 21.

The G.P.O. Co's. R.M.S. *Empress of Russia* sailed from Kobe May 14 for Yokohama.

The N.Y.K. s.s. *Kiwayo Maru* (European Line) left London for this port via Suez Canal on the 17th May, and is expected here on the 22nd June.

The N.Y.K. s.s. *Sado Maru* (European Line) left Liverpool for this port via Suez Canal on the 15th May, and is expected here on the 16th June.

The N.Y.K. s.s. *Mishima Maru* (European Line) left Liverpool for this port via Suez Canal on the 15th May, and is expected here on the 16th June.

The C.M.S.S. Co's. s.s. *Nanking* sailed from Yokohama on May 29 and may be expected to arrive in Hongkong on June 5.

The C.M.S.S. Co's. s.s. *China* arrived at San Francisco May 17th in accordance with schedule.

The T.K.K. s.s. *Koya Maru* sailed from San Francisco May 21, and will arrive at Hongkong June 13.

The T.K.K. s.s. *Pavia Maru* sailed from San Francisco May 16, and is due at this port June 13.

The T.K.K. s.s. *Nippon Maru* arrived at Yokohama April 7, and will sail for San Francisco from that port April 29.

The T.K.K. s.s. *Seijo Maru* arrived at Yokohama May 13 and sails May 17 according to schedule for San Francisco en-route to South America.

The T.K.K. s.s. *Anjo Maru* arrived at Yokohama March 30, and will sail April 4 for Honolulu and San Francisco en-route to Valparaiso, South America.

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POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwaz or Mohammarah in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unino, Vicenza, Treviso, Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Freetown, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

MONDAY, June 2.
Manila and Australia—Per TAIYUAN.

OUTWARD MAILS.

WEDNESDAY, June 4.
Pakhoi and Haiphong—Per KAI FONG, 9 a.m.

Hoihow and Bangkok—Per LUCHOW, 9 a.m.

Port Bayard—Per CORNELIA, 9 a.m.

Philippine Islands, Rangoon, Australia and New Zealand via Sydney—Per NANKING MARU, 11 a.m.

Saigon—Per LIENSHING, 5 p.m.

Fort Bayard, Hoihow and Haiphong—Per SONG MA, 5 p.m.

Hoihow and Pakhoi—Per TAI SZE MA, 5 p.m.

Swatow, Shanghai and North China—Per KWONGSANG, 5 p.m.

THURSDAY, June 5.
Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 8 a.m.

Swatow and Straits—Per KANCHOW, 10 a.m.

Shanghai and North China—Per SUITANG, 11 a.m.

Straits, Bangkok and Calcutta—Per FOOKSANG, 2 p.m.

FRIDAY, June 6.
Japan via Moji, Seattle—Per PANAMA MARU, 9 a.m.

Philippine Islands, Sandakan, Australia and New Zealand via Thursday Island—Per TAIYUAN, 12 p.m.

Swatow, Amoy and Fochow—Per HAITAN, 1 p.m.

SATURDAY, June 7.
Japan via Moji, Canada, United States, Central and South America—Per CANADA MARU, 11 a.m.

Shanghai and North China—Per CHENAN, 5 p.m.

TUESDAY, June 10.
Shanghai and North China—Per TEAN, 11 a.m.

Swatow, Amoy and Fochow—Per HAITAN, 1 p.m.

THURSDAY, June 12.
Shanghai and North China—Per SUNNING, 11 a.m.

ARTISTIC ARMY LANGUAGE.

At a general assembly of the London Brotherhood Federation in London, to welcome back discharged and demobilized members, Brigadier General the Rev. J. Perry Davey (principal chaplain of the Army United Board of Free Churches) said that in the army men gained many qualities, including a wonderful vocabulary. Had they ever heard a transport-driver of four miles and a general service wagon when the wheels stuck in the mud? They would never imagine that the English language was so rich, and if they could forget the awfulness of it, it became beautiful and purely artistic. But if they judged the soldier by the language he used, they would misjudge him every time.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unnatural looseness of the child's bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic and Diarrhoea Remedy can always be depended upon. For sale by all Chemists and storekeepers.

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SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. NINGHOW, June 15 and leaves for Shanghai and Japan June 16.

The s.s. TIDRUS, June 19 and leaves for Shanghai June 20.

FROM SHANGHAI.

The s.s. ANDES MARU, due here from Shanghai June 10 and leaves for London and Antwerp June 11.

FROM JAPAN.

The s.s. NAGOYA, leaves Yokohama August 9 and is due here August 20.

The s.s. MALTA, leaves Yokohama August 22 and is due here September 2.

The s.s. RIBSUI, leaves Yokohama May 31 and is due here July 17.

The s.s. TALTREBIUS, leaves Yokohama June 28 and is due here July 12.

The s.s. IDOMENEUS, leaves Yokohama June 14 and is due here July 1.

The s.s. STENTOR, leaves Yokohama June 7 and is due here June 23 and leaves for Liverpool.

The s.s. TEUCER, leaves Yokohama June 7 and is due here June 23 and leaves for Liverpool.

The s.s. ARATOON APOAR, leaves Kobe June 3, due here June 19 and leaves for Calcutta June 19.

The s.s. NINGHOW, leaves Yokohama June 21 and is due here July 8 and leaves for Liverpool.

The s.s. KOREA MARU, due here from Nagasaki June 18 and leaves for San Francisco June 20.

The s.s. NIPPON MARU, due here from Nagasaki June 30 and leaves for San Francisco July 2.

The s.s. PERSIA MARU, due here from Nagasaki June 13 and leaves for San Francisco June 18.

The s.s. ANJO MARU, due here from Moji August 31 and leaves for South America September 10.

The s.s. KIYO MARU, due here from Moji July 1 and leaves for South America July 12.

The s.s. SEIYO MARU, due here from Moji October 24 and leaves for South America November 4.

The s.s. HAWAII MARU, due here from Nagasaki June 15 and leaves for South America June 16.

The s.s. JASON, leaves Yokohama June 24 and is due here July 8.

The s.s. NELEUS, leaves Yokohama July 12 and is due here July 29.

The s.s. AGAMEMNON, leaves Yokohama July 13 and is due here July 24.

The s.s. DEICALLON, leaves Yokohama July 18 and is due here August 3.

FROM JAVA.

The s.s. BORNEO MARU, due here from Java ports June 11 and leaves for Japan ports June 14.

The s.s. HOKUTO MARU, due here from Java ports June 21 and leaves for Japan ports June 24.

The s.s. RIJOJUN MARU, due here from Java ports July 4 and leaves for Japan ports July 7.